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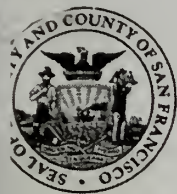
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SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: February 29, 2011
Case No.: 2004.1004E
Project Title: 1150 16th Street Residential-Retail-PDR Project
BPA Nos.: None filed
Zoning: PDR-1-D Use District
68-X Height and Bulk District
Block/Lot: 3821 / 007
Lot Size: 11,659 square feet
Project Sponsor: Sergio Nibbi, Nibbi Brothers, (415) 863-1820
Tony Pantaleoni, Architect, (415) 495-4051
Lead Agency: San Francisco Planning Department
Staff Contact: Jeanie Poling, (415) 575-9072
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PROJECT DESCRIPTION:

The project site is located on the east side of 8th Street between Irwin and 16th Streets, within the block bounded by 8th, Irwin, 7th, Hubbell, and 16th Streets, in the South of Market/Potrero Hill neighborhood. The site contains a 2,660-square-foot (sf) single-story commercial building constructed in 1910 and occupied by a restaurant, and a gravel parking area. The proposed project would demolish the existing building and construct two connected buildings. The southeastern building (1150 16th Street) would be 58 feet tall and would contain 15 residential units (20,277 sf) on four levels above ground-floor retail (5,056 sf) proposed for restaurant use. The northwestern building (1201 8th Street) would be 68 feet tall and would contain 12,826 sf of production, distribution, and repair (PDR) space, divided into 15 units, on three levels above ground-floor retail (1,429 sf). The PDR building would have an off-street loading space on the first floor. Both buildings would share a common basement level with 14 residential parking spaces and eight commercial parking spaces, including one disabled-accessible space.

The southeastern building was initially proposed in 2004 when the site was zoned M-2 (Heavy Industrial), under which residential use is allowed with Conditional Use authorization. Height, use, and density controls are subject to the previous (M-2) zoning, but physical controls such as parking allowances and open space and rear yard requirements are subject to Showplace Square/Potrero Hill mixed-use controls. The proposed project would require Conditional Use authorization (*Planning Code* Section 303) for residential uses in an M-2 use district (Section 215) and for not meeting current physical controls (Section 175.6(e)(1)(C)) for rear yard, exposure, and open space for a residential building.

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FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See page 125.

cc: Corey Teague, Planning Department
Supervisor Malia Cohen, District 10
Sergio Nibbi, Project Sponsor
Tony Pantaleoni, Architect
Master Decision File/Bulletin Board
Distribution List

INITIAL STUDY
1150 16TH STREET RESIDENTIAL-RETAIL-PDR PROJECT
PLANNING DEPARTMENT CASE NUMBER 2004.1004E

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LIST OF ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ARB	Air Resources Board
ARS	Applied Remedial Services, Inc.
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BERM	Bureau of Environmental Regulation and Management
bgs	below ground surface
BTEX	benzene, toluene, ethylbenzene, and xylenes
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH ₄	methane
CO ₂	carbon dioxide
CO ₂ E	carbon dioxide equivalents
dBA	decibels, A-weighted scale
DBH	diameter breast height
DBI	Department of Building Inspection
DPH	Department of Public Health
DPW	Department of Public Works
EN EIR	Eastern Neighborhoods Final Environmental Impact Report
ERO	Environmental Review Officer
FAR	Floor Area Ratio
FARR	Final Archeological Resources Report
GHG	greenhouse gas
GPC	Glidden Paint Company
HEPA	high efficiency particulate air filter
HPC	Historic Preservation Commission
HRE	historic resource evaluation
HRER	historic resource evaluation response
HSP	Site Health and Safety Plan
ISCOTT	Interdepartmental Staff Committee on Traffic and Transportation
LSI-ESA	Limited Subsurface Investigation Report – Environmental Site Assessment
M-2	Heavy Industrial
MBTA	Migratory Bird Treaty Act
MMTCO ₂ E	million metric tons of CO ₂ E
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MTA	Municipal Transportation Agency
MTC	Metropolitan Transportation Commission
Mw	moment magnitude
N ₂ O	nitrous oxide
NEPA	National Environmental Policy Act
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	California Archeological Site Survey Northwest Information Center
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration

LIST OF ACRONYMS AND ABBREVIATIONS

PCB	polychlorinated biphenyl
PDR	production, distribution, and repair
PDR-1-D	Production, Distribution, and Repair: Design
PEG	Pacific Environmental Group
RHND	Regional Housing Needs Determination
ROG	reactive organic gases
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
sf	square feet
SFCD	San Francisco City Datum
SMO	Stormwater Management Ordinance
SMP	Soil Management Plan
SFGBO	San Francisco Green Building Ordinance
SFPUC	San Francisco Public Utilities Commission
STLC	soluble threshold limit concentration
TPHd	total petroleum hydrochlorides – diesel
TPHg	total petroleum hydrochlorides – gasoline
TPHmo	total petroleum hydrochlorides – motor oil
UMU	Urban Mixed Use
UST	underground storage tank

INITIAL STUDY
1150 16TH STREET RESIDENTIAL-RETAIL-PDR PROJECT
PLANNING DEPARTMENT CASE NUMBER 2004.1004E

A. PROJECT DESCRIPTION

PROJECT LOCATION

The project site is located on the northeast corner of 16th and 8th Streets in the Showplace Square District of San Francisco, at the base of Potrero Hill and two blocks west of the Mission Bay District (see Figures 1, 2, and 3A through 3F, pages 2 to 9). The project site is on Assessor's Block 3821, Lot 007, and contains about 11,659 square feet (sf). The trapezoid-shaped site has about 48 feet of frontage along Irwin Street, 153 feet along 8th Street, and 96 feet along 16th Street. The site is bounded by Irwin Street to the north, 7th Street to the east, Hubbell Street and 16th Street to the south, and 8th Street to the west. Occupying the site is a restaurant fronting 8th Street/Showplace Triangle and a vacant, approximately 5,000-sf area fronting 16th Street that is sometimes used for private parking. The project site is flat. The surrounding area is also flat, with the rise of Potrero Hill beginning three blocks to the south of the project site.

The existing 2,660-sf building at 1150 16th Street was built around 1910. Existing lot coverage is approximately 23 percent while the floor area ratio (FAR) is about 0.23:1.¹ The project site is located in the PDR-1-D (Production, Distribution, and Repair: Design) use district,² the 68-X height and bulk district, and the Showplace Square/Potrero Hill Plan Area. The project's status as a partial pipeline project is further discussed under Section E.1, Land Use, page 35. The project site contains no freight loading spaces. The vacant area fronting 16th Street is covered in gravel and used for occasional parking. Primary pedestrian access is from 8th Street. The rear of the building and service entrance fronts Irwin Street.

¹ Lot coverage: existing building footprint of 2,660 square feet and lot area of 11,659 square feet. Existing building floor area is the same as the existing building footprint because it is a one-story structure.

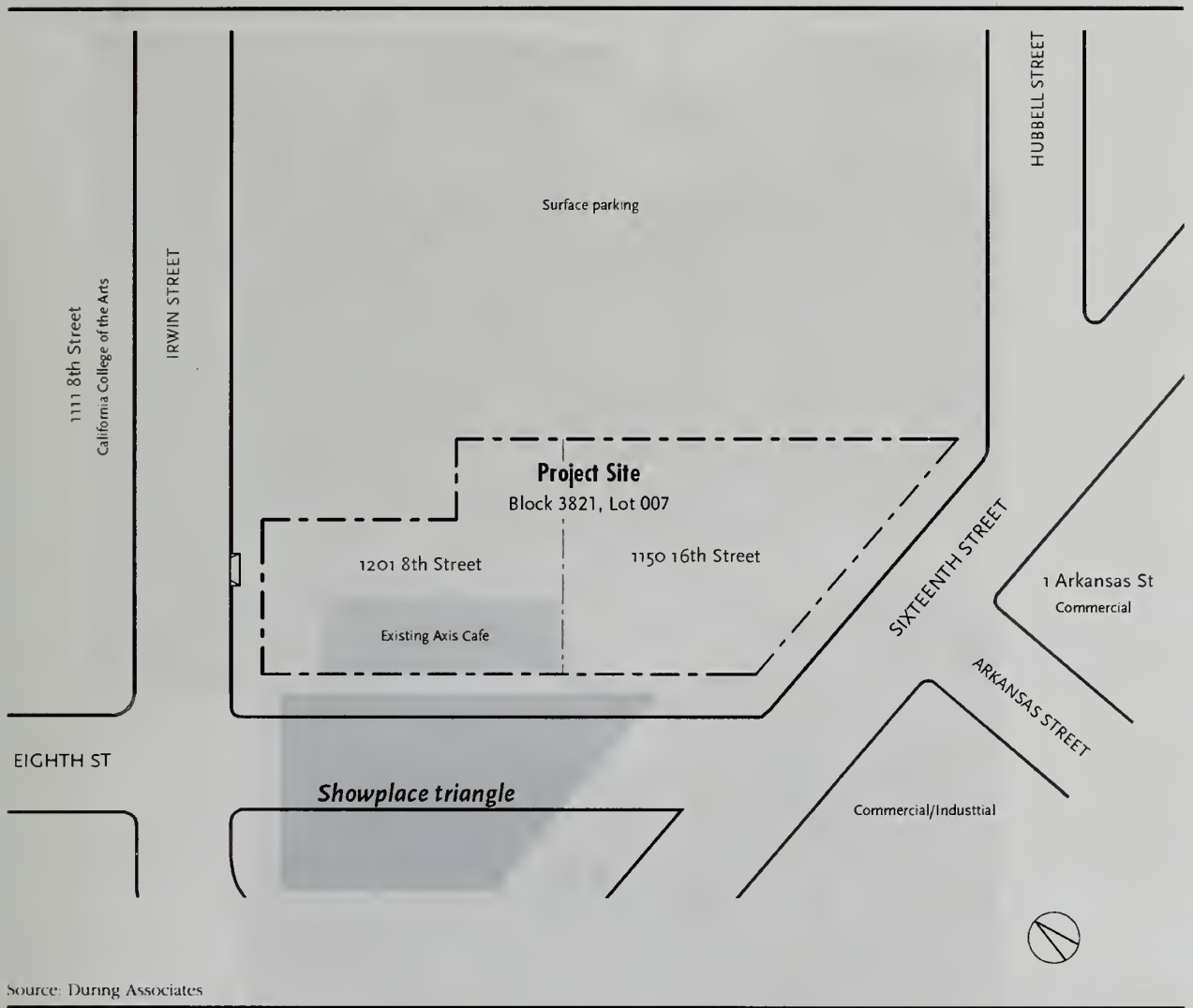
² *Planning Code*, Section 210.9. PDR-1-D District: Design. The intention of this district is to retain and encourage less-intensive production, distribution, and repair businesses, especially the existing clusters of design-related businesses. Thus, this district prohibits residential uses and office, and limits retail and institutional uses. Additionally, this district prohibits heavy industrial uses that generate external noise, odors, and vibrations and engage in frequent trucking activities. Generally, all other uses are permitted.



Source: During Associates

2-16-11

Project Site Location Figure 1



Existing Site Plan Figure 2



Source: During Associates

129-11

Existing Site Views: Across 16th Street South of Project Site Figure 3A



Source: During Associates

7-1811

Existing Site Views: Building at 1201 8th Street Figure 3B



View northeast across 16th & 8th Streets



View southwest across Irwin Street

Source: During Associates

7-15-11

Existing Site Views Figure 3C



Source: During Associates

2/16/11

Existing Site Views: Southwest from Within Showplace Triangle Figure 3D



Source: During Associates

12.10.11

Existing Site Views: East Along Irwin Street Figure 3E



Source: During Associates

2-16-11

Existing Site Views: East Along Hubbell Street from 16th Street Figure 3F

The 13 sidewalk tree cut-outs surrounding the project site contain nine street trees and one bush. The Irwin Street sidewalk has two street trees approximately 5 inches in diameter at breast height (DBH), 12 to 14 feet tall, and with canopies of 6 to 8 feet. The 8th Street sidewalk has eight street tree cutouts; five of the cutouts have street trees approximately 2 to 4 inches DBH, between 7 and 15 feet tall, and with canopies of 4 to 14 feet. One cutout is empty, another cutout has a 7-foot-tall tree/bush with many one-half-inch diameter trunks. The 8th Street cutout has a small tree (1-inch DBH and 5 feet tall). The 16th Street sidewalk has three sidewalk tree cutouts and one tree approximately 1.5 inches DBH, about 5 feet tall, and no canopy.

Immediately southwest of the project site at the terminus of 8th Street at 16th Street is Showplace Triangle, a Pavement to Parks³ site (see Figure 2, page 3). Immediately northeast of the project site is surface parking. The northeastern portion of the project block is dominated by large buildings with PDR uses: northeast of the surface parking is Freeboard Manufacturing (455 Irwin Street); northeast of that is Economy Restaurant Fixtures (1200 7th Street), which occupies the northeastern half of the project block; southeast of that is Nibbi General Contractors (180 Hubbell Street); and southwest of that is Paganini Electric Corporation (190 Hubbell Street).

PROJECT CHARACTERISTICS

The project sponsor proposes to demolish the existing building on site and construct two adjacent buildings. The southeastern building (1150 16th Street) would be 58 feet tall and would contain 15 residential units (20,277 sf) on four levels above ground-floor retail (5,056 sf) proposed for restaurant use. The northwestern building (1201 8th Street) would be 68 feet tall and would contain 12,826 sf of production, distribution, and repair (PDR) space, divided into 15 units, on three levels above ground-floor retail (1,429 sf). The PDR building would also contain an off-street loading space on the ground floor. In total, the project would contain approximately 52,475 sf of building area with about 20,277 sf of residential space, 5,056 sf of restaurant space, 12,826 sf of PDR space, 1,429 sf of retail space, 4,456 sf of utility and storage space, and an 8,431-sf, 22-space, underground parking garage (14 residential spaces and 8 commercial spaces), which would include one disabled-accessible space (see Table 1, Project Characteristics, on page 12, and Figures 4 through 14, pages 13 to 23). In addition to the mixed-use, PDR, and parking uses discussed above, the proposed project would contain a total of 2,915 sf of common open

³ The Pavement to Parks program seeks to temporarily reclaim underused swaths of portions of pavement to temporarily turn them into new public plazas and parks. More information on the Pavement to Parks program can be found at <http://sfpavementtoparks.sfplanning.org/>, accessed October 29, 2011.

space in the form of second-floor rear yard terraces, and 443 sf of private open space in the form of decks between the two buildings. Of the 15 residential units, 12 percent or two units would be of affordable housing in compliance with the City's Residential Inclusionary Affordable Housing Program (*Planning Code* Section 319).⁴ Lot coverage would be about 94 percent under the proposed project, while the FAR would be approximately 1.62:1.⁵

Primary pedestrian access to both buildings would be from 8th Street into a central elevator lobby. The residential building would also have access to a stairwell from 8th Street adjacent to the main lobby, access to two stairwells off 16th Street, and restaurant access from 16th Street. The PDR building would include stairwell access from 8th Street adjacent to the main lobby and from Irwin Street; the retail space would have two entrances from 8th Street.

The 15 PDR units would range in size from 480 to 960 sf, and would average approximately 650 sf. The space could be used by small businesses on an ongoing or a start-up "incubator" basis. The freight elevator would be able to transport heavy materials. The PDR units would have bathrooms but no kitchens. They would not be designed for overnight use.

Text continues on page 24

⁴ *Planning Code*, Section 3.15.4(a)(1)(B). If the residential building is approved under the previous zoning controls, the affordable housing requirement would also be 12 percent of units constructed on-site.

⁵ Lot coverage calculations are based on a two-building footprint of 10,950 square feet (sum of first-floor uses) and 11,659 square foot lot area. The FAR calculations include the total PDR building (15,594 square feet) plus the ground-floor restaurant use (3,340 square feet) in the residential building divided by the entire lot area (11,659 square feet). The *Planning Code* does not calculate FAR for residential space.

Table 1
Project Characteristics

Use/Characteristics	Area/Amount		
	Residential Building (1150 16 th Street)	PDR Building (1201 8 th Street)	Project Site
Number of Buildings	1	1	2
Height of building (feet)	58	68	na
Number of stories	5	4	na
Residential (sf)	20,277	0	20,277
Commercial (sf) ¹	5,056	1,429	6,485
PDR (sf)	0	12,826	12,826
Parking (sf) ²	5,347	3,084	8,431
Utility (sf)	815	1,826	2,641
Storage (sf)	1,114	701	1,815
Total (sf) ³	32,609	19,866	52,475
Dwelling units	15	0	15
-One-Bedroom units	6	0	6
-Two-Bedroom units	9	0	9
PDR Units	0	15	15
Parking spaces ³	14	8	22
Common open space (sf) ⁴	1,860	1,055	2,915
Private open space (sf) ⁵	355	88	443

Notes:

na = not applicable.

sf = square feet.

¹ A restaurant in the residential building and retail space in the PDR building.

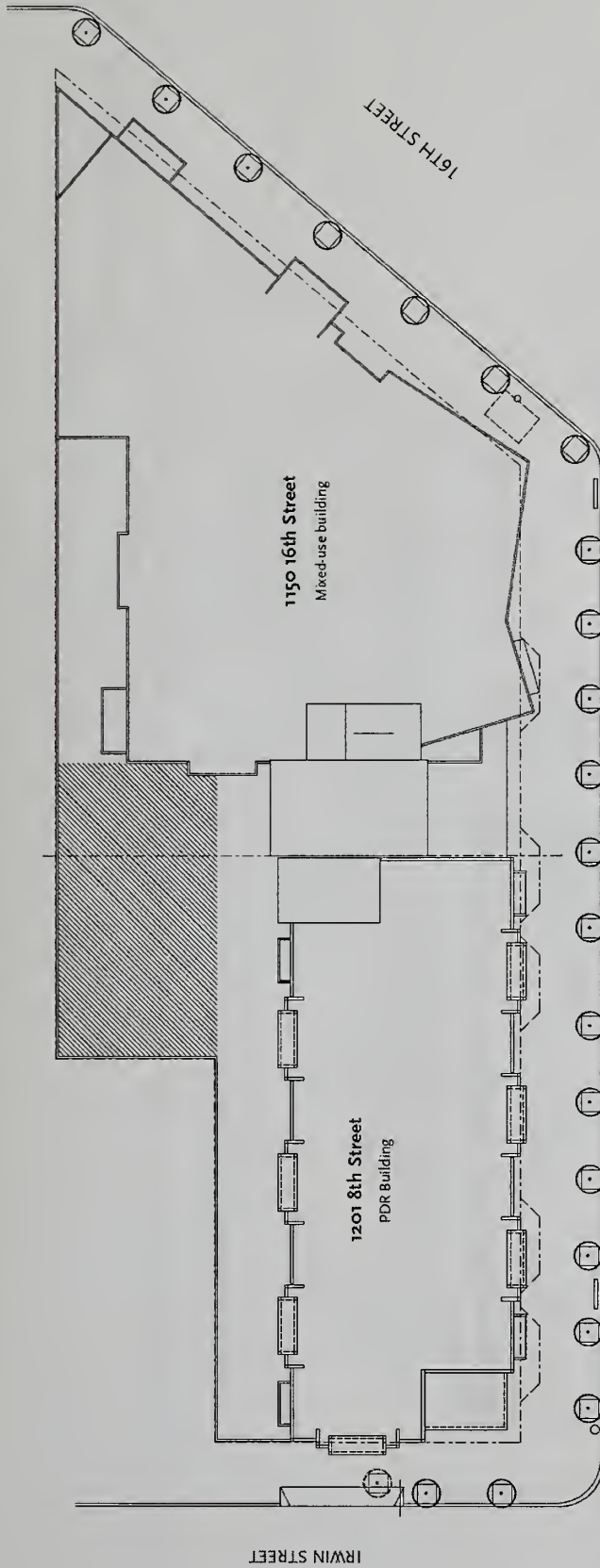
² Includes parking; excludes open space.

³ One underground garage beneath both the residential and PDR buildings. One disabled-accessible parking space is included in the parking space count.

⁴ Second-floor rear-yard terrace, excluded in total square footage.

⁵ Private decks, second through fifth floors, excluded in total square footage.

Source: During Associates, 2011. Plan set of November 22, 2011, Kotas/Pantaleoni Architects.



8TH STREET

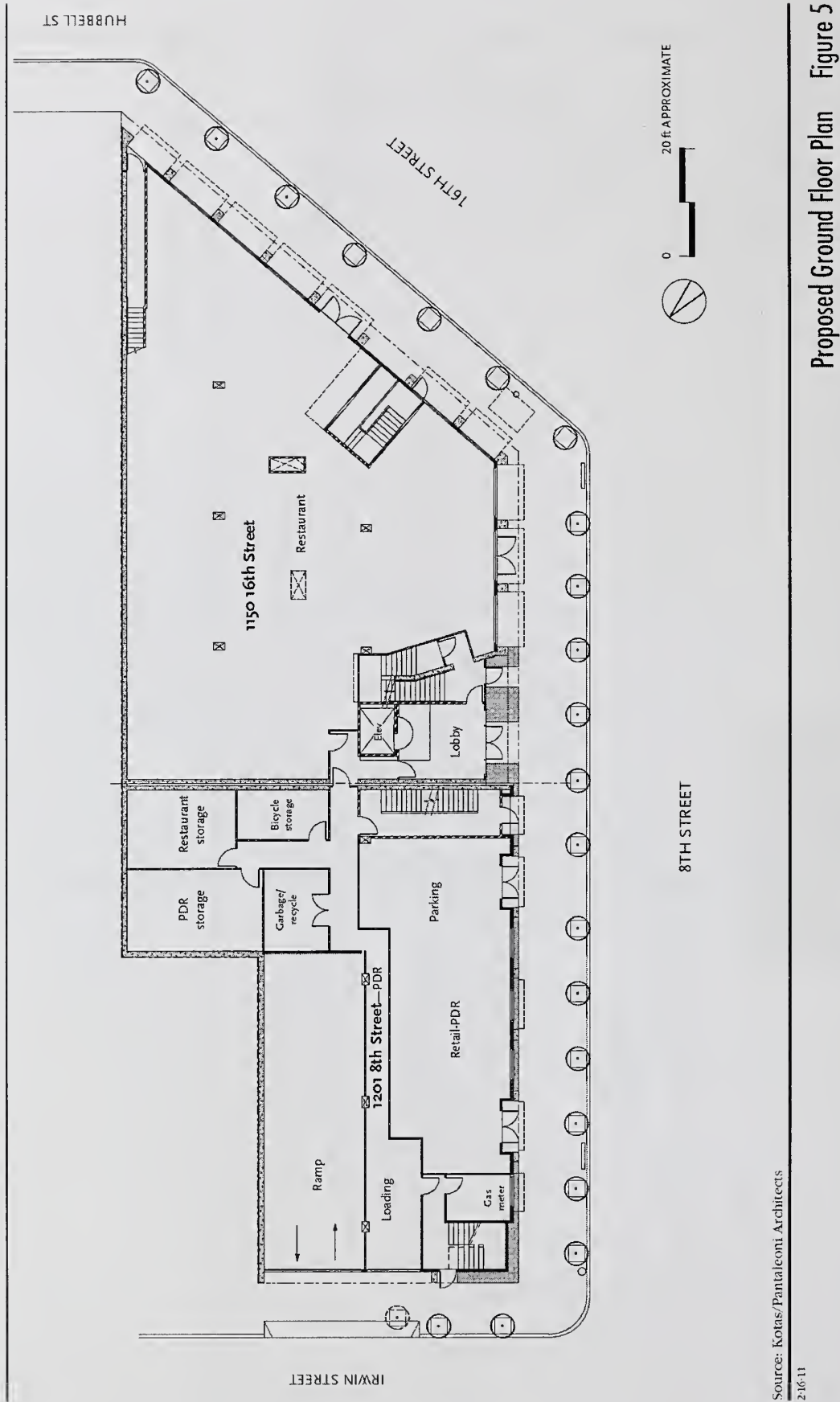
IRWIN STREET

1150 16th Street
Mixed-use building

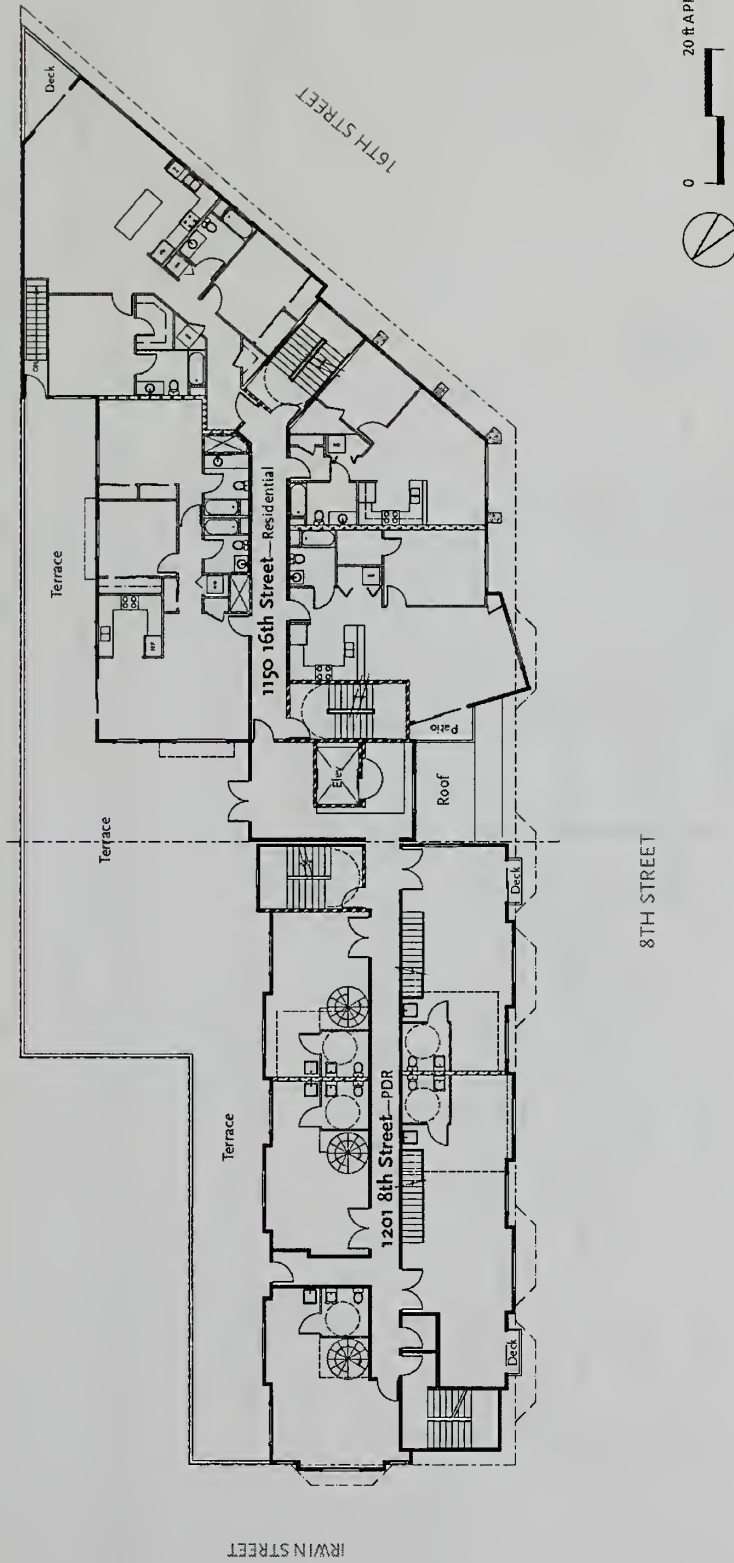
1201 8th Street
PDR Building

Source: Kotas/Pantaleoni Architects
12-9-11

Proposed Project Site Plan Figure 4



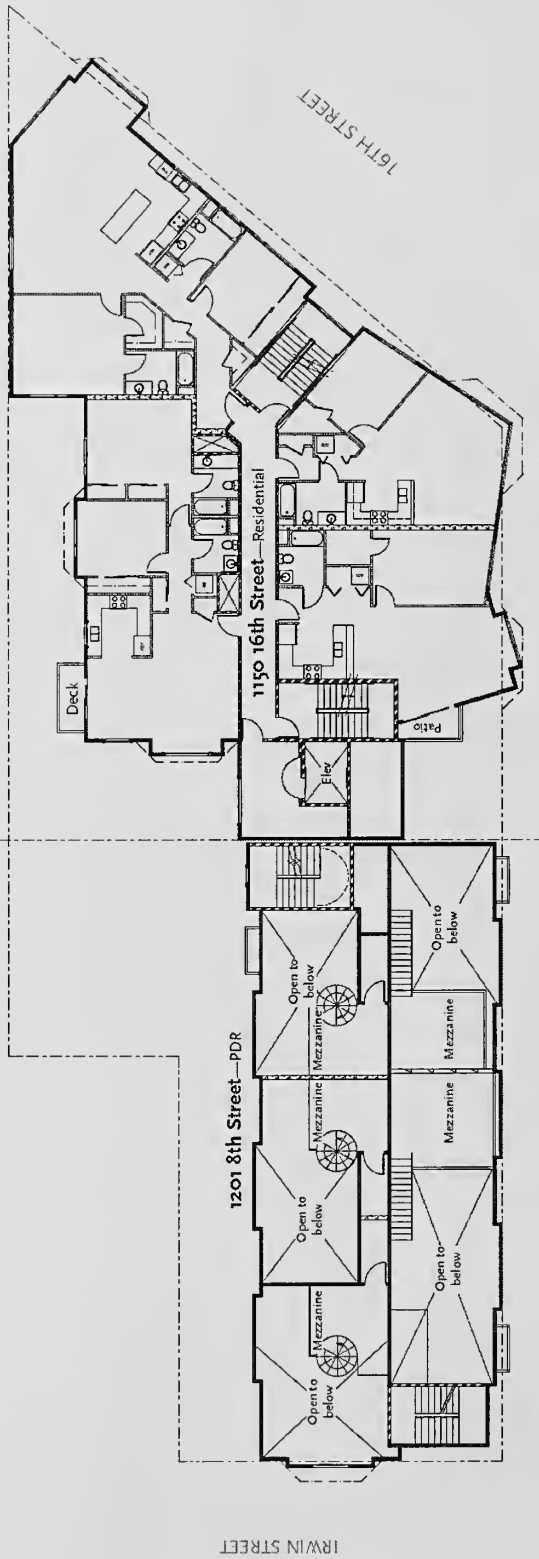
Proposed Ground Floor Plan Figure 5



Source: Kotlas/Pantaleoni Architects

12-9-11

Proposed Second Floor Plan Figure 6



8TH STREET

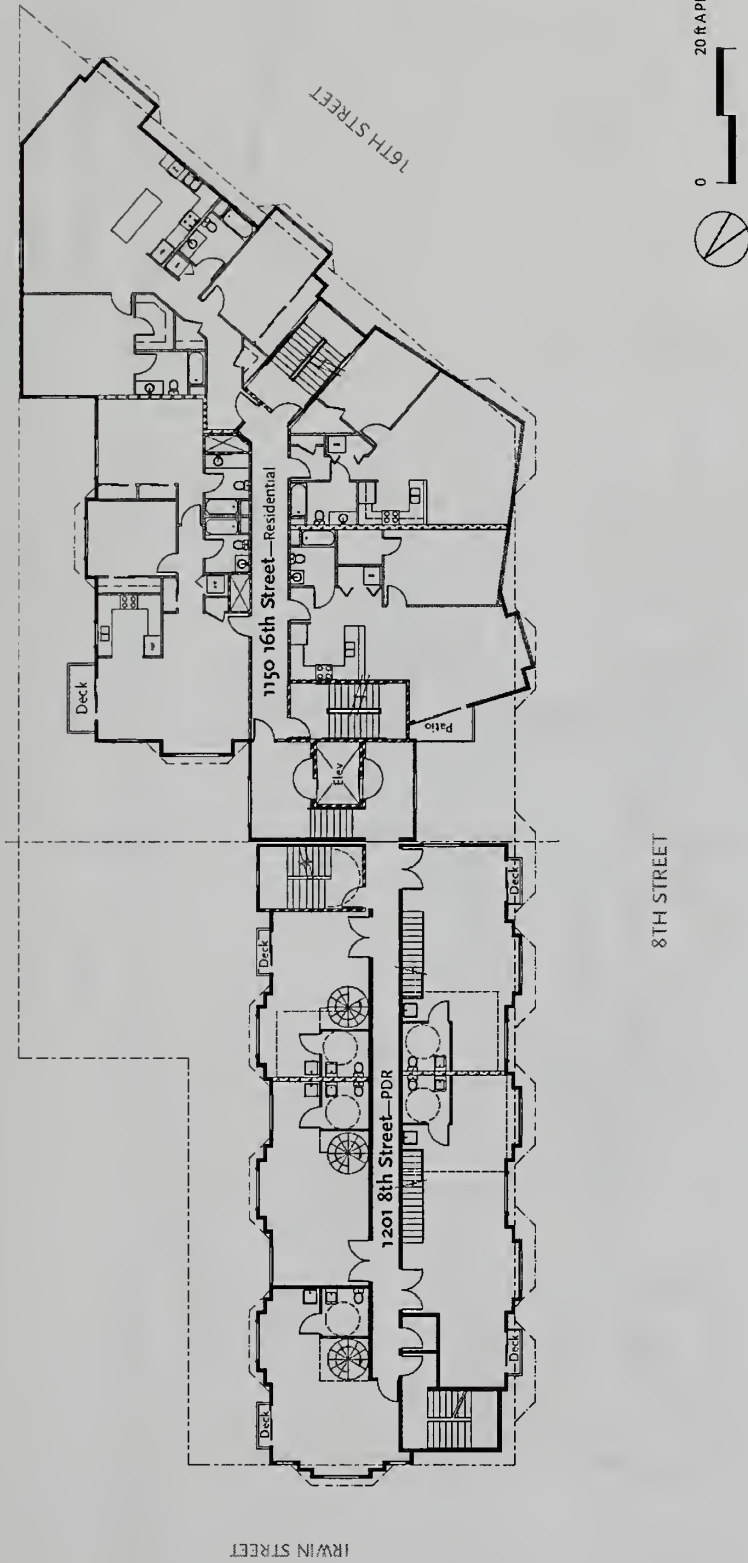
0 20 ft APPROXIMATE



Source: Kotas/Pantaleoni Architects

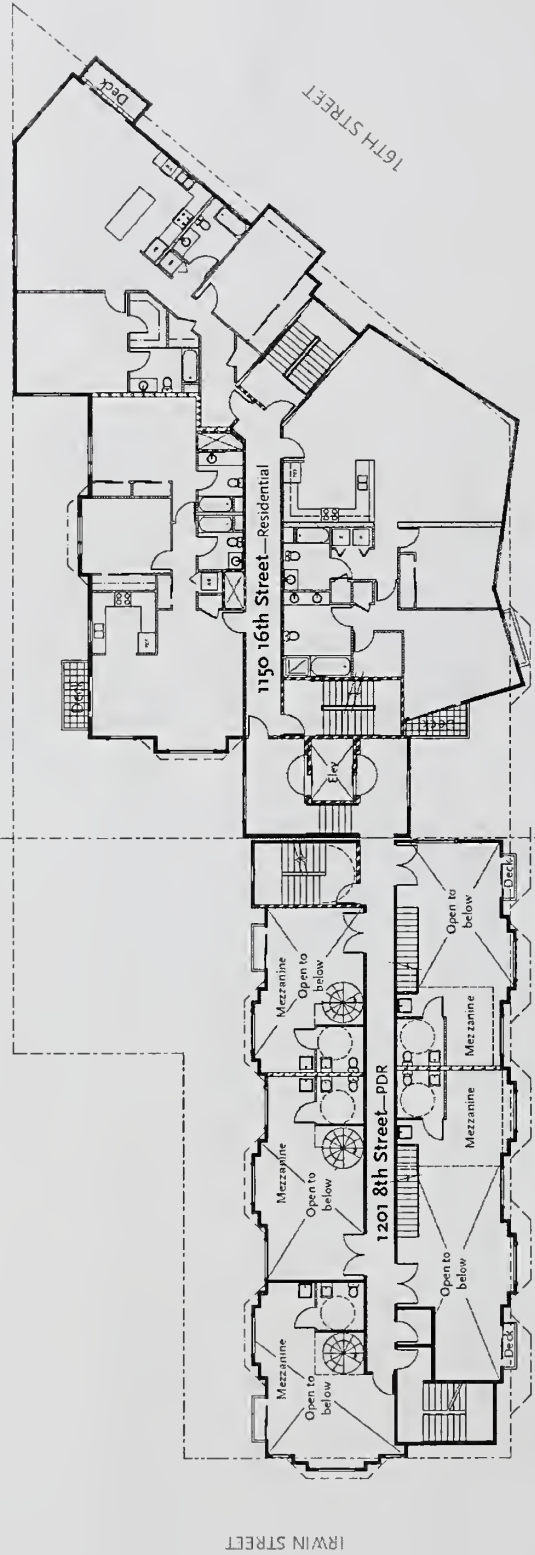
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Proposed Third Floor Plan Figure 7



Source: Kous/Pantaleoni Architects
12-9-11

Proposed Fourth Floor Plan Figure 8



0 20 ft APPROXIMATE

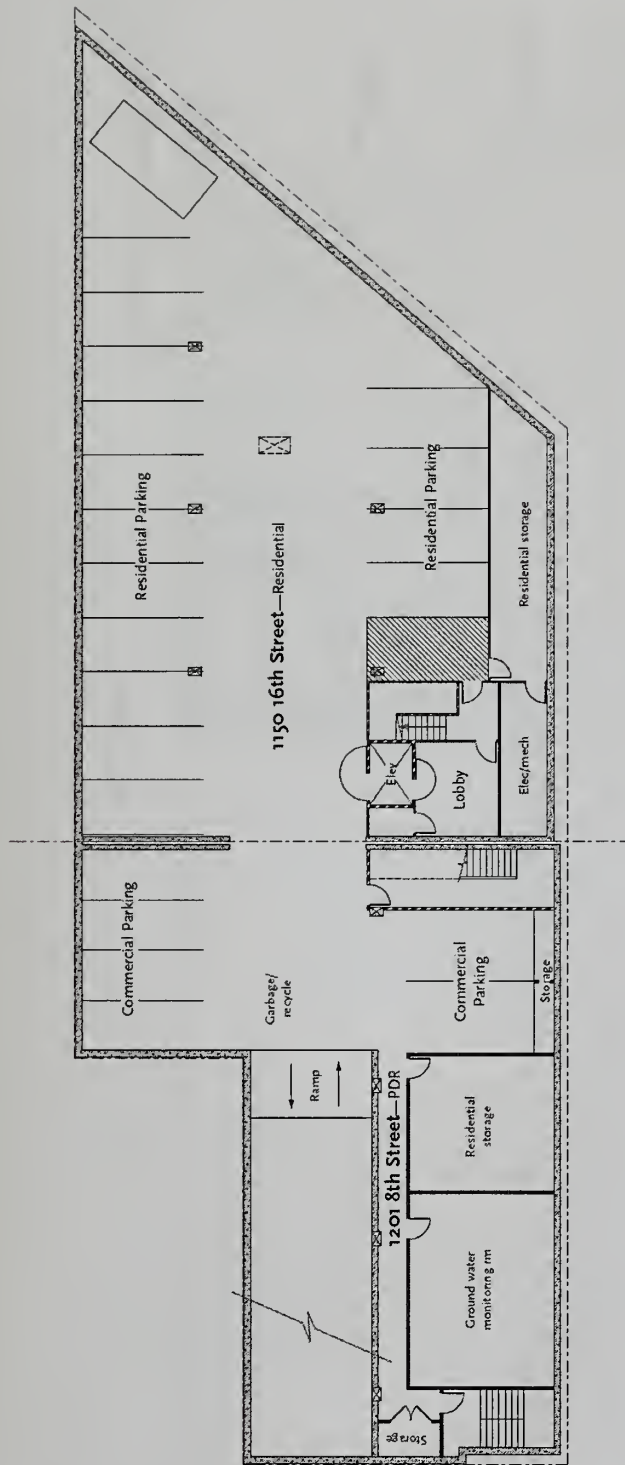


8TH STREET

Source: Kotas/Pantaleoni Architects

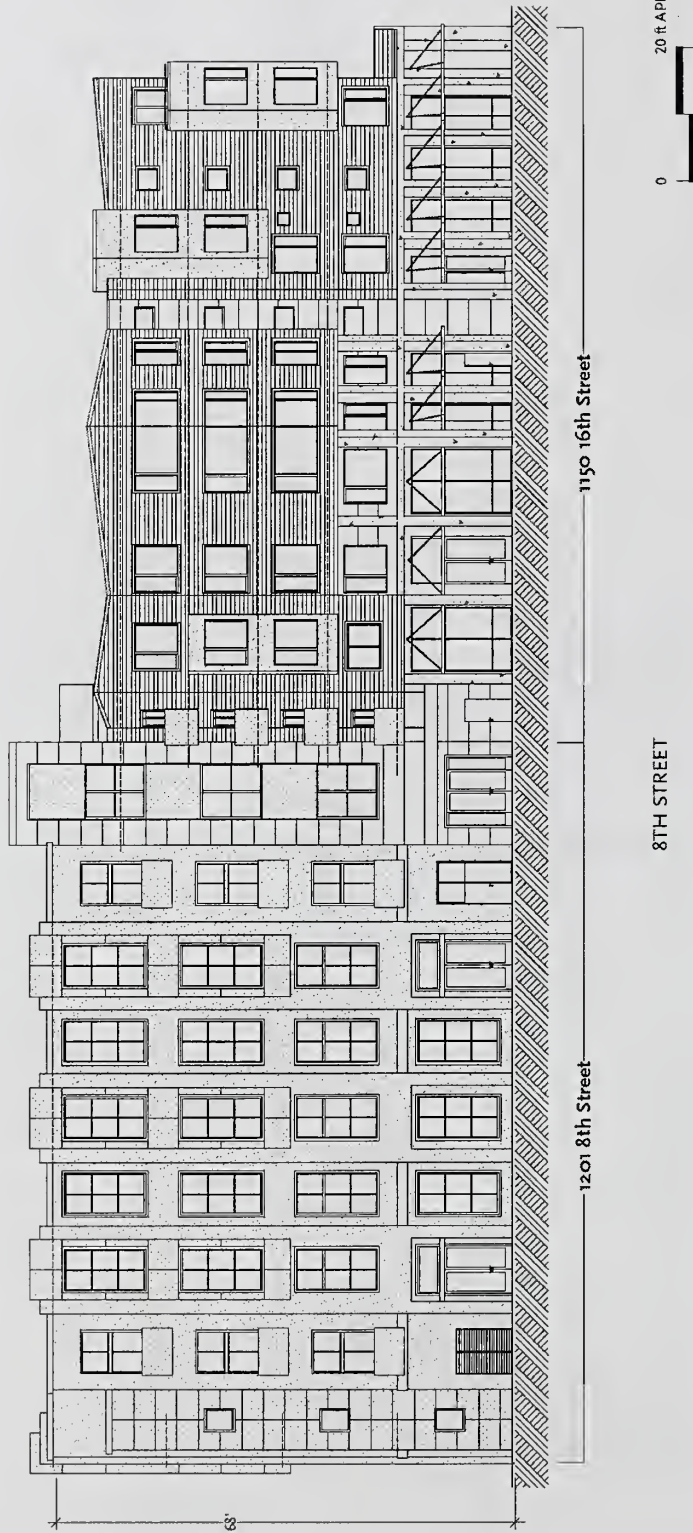
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Proposed Fifth Floor Plan Figure 9



Source: Kotas/Pantaleoni Architects
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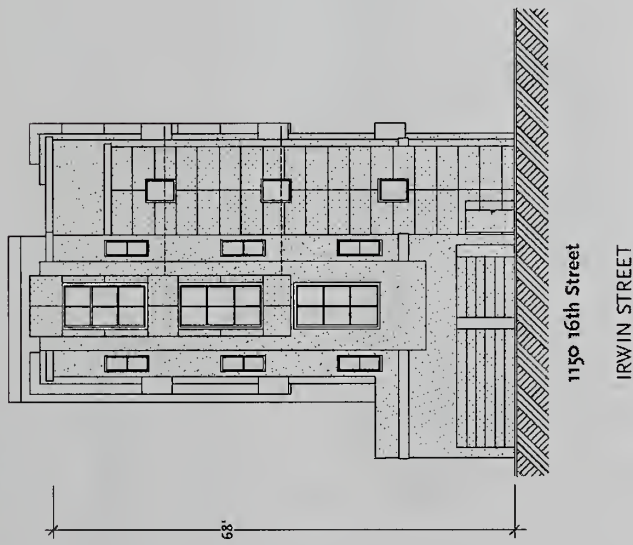
Proposed Basement Floor Plan Figure 10



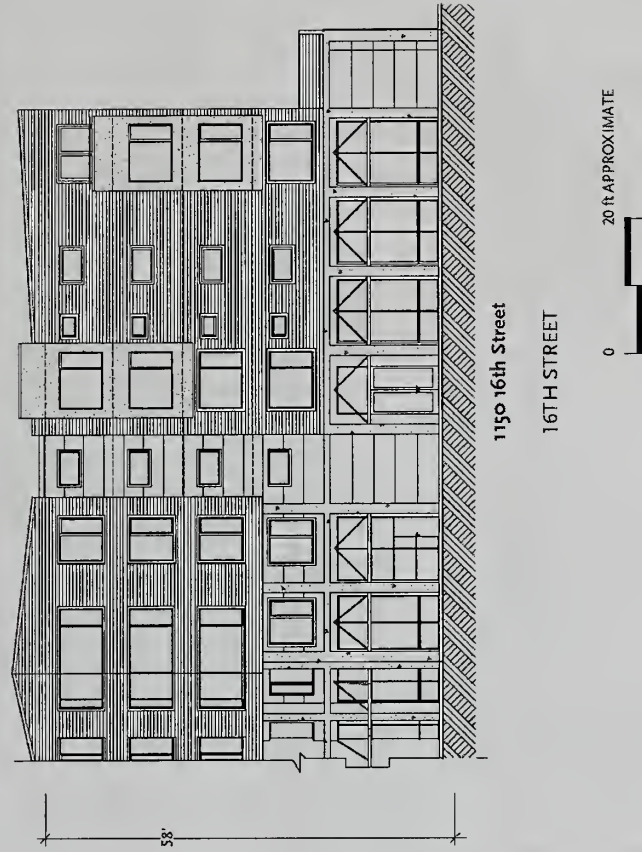
Source: Kolas/Pantaleoni Architects
12-9-11

Proposed 8th Street Elevation Figure 11

North Elevation

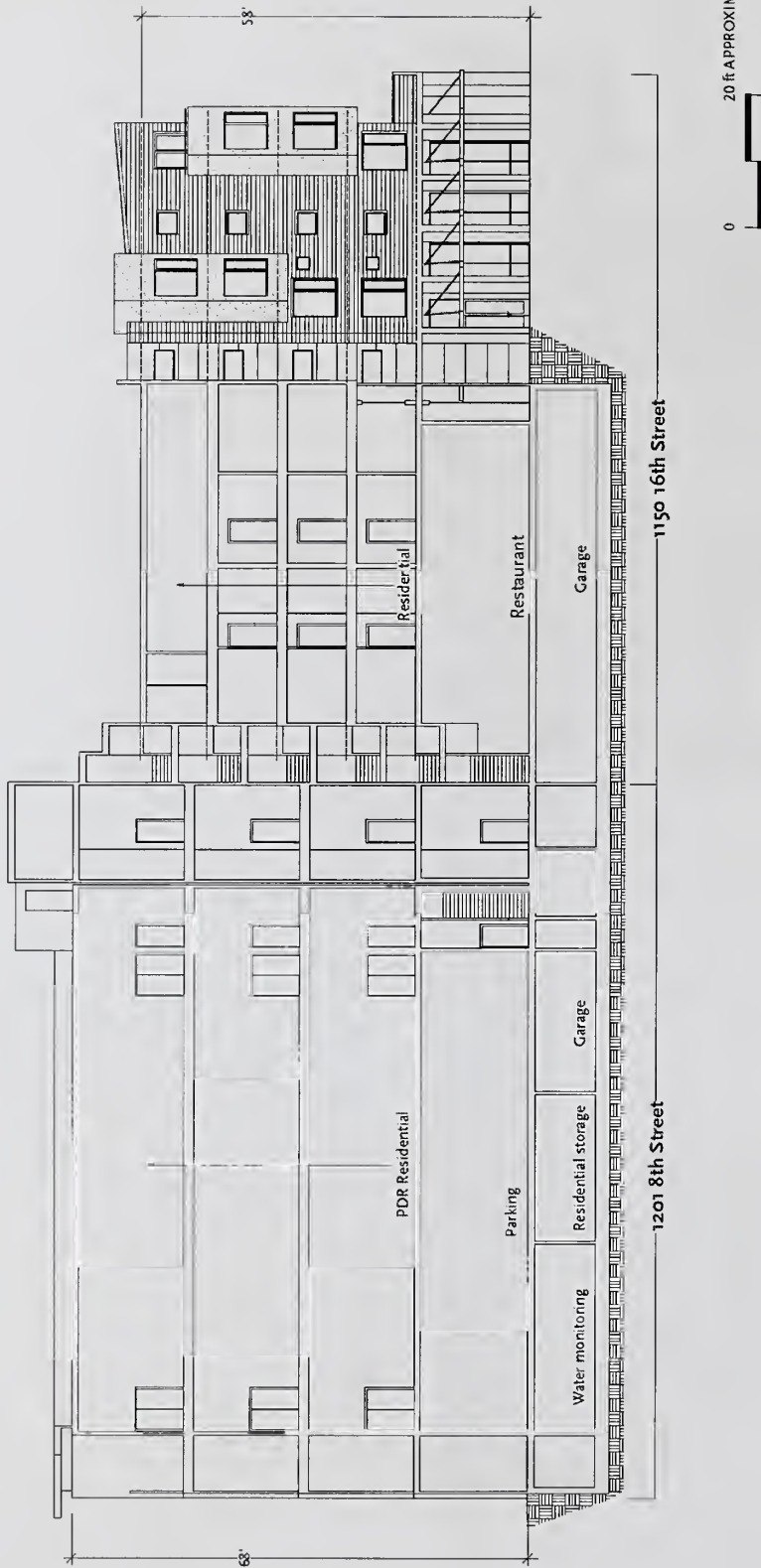


South Elevation



Source: Kotas/Pantaleoni Architects
12-9-11

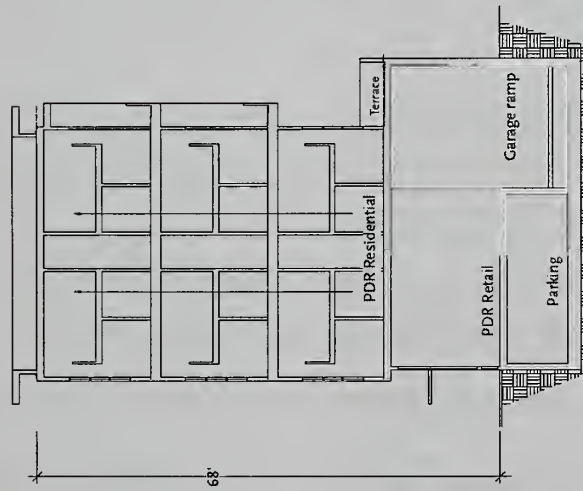
Proposed Project Elevations Figure 12



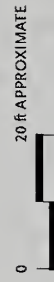
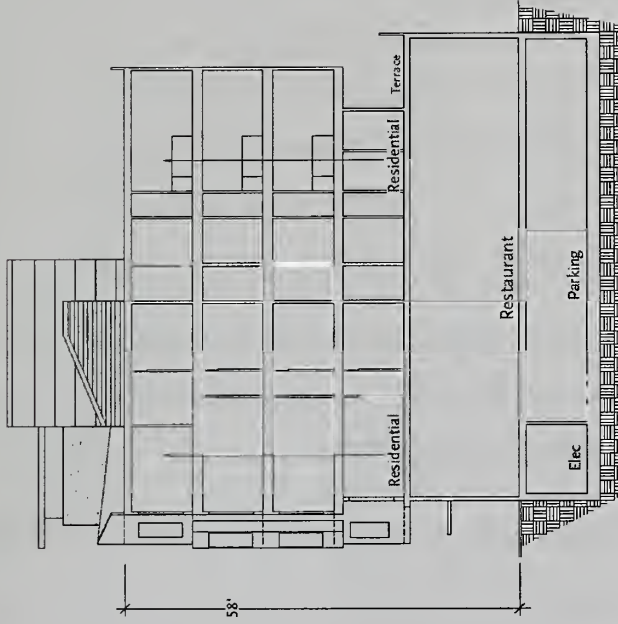
Source: Kotas/Pantaleoni Architects
12.9.11

Proposed Project Section Figure 13

PDR Section



Residential Section



Source: Kotas/Pantaleoni Architects
12-9-11

Proposed Project Sections Figure 14

The project sponsor anticipates future PDR uses to include any of a range of small, light PDR activities involving one- or two-person owner-operators or a small number of employees (likely one to five persons). The project sponsor anticipates tenants involved in picture framing, artwork repair, other arts-related activities, shoe design, boutique food production, or any of a range of other light PDR uses that could fit within 480 to 960 sf of space. The Planning Department defines PDR activities by type based on a number of factors including space per worker, equipment and storage space, type of loading, extent of trucking, noise, odor, light, and use of hazardous materials. The light PDR category includes activities that produce goods by hand or machine for distribution to retailers or wholesalers, or for resale on or off the premises in three general areas: small repair services, small manufacturing and distribution businesses that indirectly or directly serve adjacent neighborhoods, and arts activities.

The design of the two buildings is intended to distinguish between residential and PDR uses, and the buildings' modern style is intended to reference the nearby renovated industrial building occupied by the California College of Arts and other industrial buildings the area.

Both buildings would share a main pedestrian entrance along 8th Street and a central elevator/lobby tower (see Figure 11, page 20).

The PDR building (1201 8th Street) would be a rectangular mass with a large fenestration pattern similar to the adjacent industrial buildings. The PDR building would be small relative to the larger, older industrial buildings in the area. A two-story recessed bay window and the roof overhang would provide shadow elements intended to create depth in the façade. Exterior materials would be varied in the proposed modern industrial-styled PDR building, including horizontal painted siding, painted cement plaster, and large recessed aluminum windows.

The residential building (1150 16th Street) would have more varied building lines and fenestration size and patterns than the PDR building. The large angled bay window would sit on the two-story concrete pedestal, and would be intended to provide greater visual emphasis on the corner. The recessed stair tower and the other projecting bay windows and decks would be intended to articulate the street façades. The residential building would use a combination of cement plaster, recessed aluminum windows, and variously sized painted siding, intended to strengthen the residential character of the building.

Vehicle access to the basement-level, 22-space garage would be from Irwin Street. One off-street loading space would be accessed from Irwin Street. The new building would be built to the lot lines.

The proposed project's open space would include approximately 2,915 sf of common open space provided as a terrace on the second floor at the rear of the lot. It would also include about 443 sf of private decks for some residential units on floors two through five.

The proposed project would include landscaping and sidewalk tree planting. The existing nine trees and one bush would be removed and replaced with 20 street trees: two along Irwin Street, 11 along 8th Street, and seven along 16th Street. Construction of the proposed project's basement, foundation, and the elevator pad would require excavation of approximately 6,400 cubic yards of soil, to a depth of approximately 15 feet, for transport and disposal off site.

Construction is expected to begin in 2012 and continue for approximately 18 months. The project sponsor is Sergio Nibbi and the project architect is Kotas/Pantaleoni Architects.

B. PROJECT SETTING

The project site is located at the intersection of two city street grids: Hubbell, 8th, and Irwin Streets are angled similar to the rest of the South of Market street grid, while 16th Street runs directly east-west. The area surrounding the project site is flat and Potrero Hill begins to rise about three blocks to the south and west. Sixteenth Street, with one vehicle and one bicycle travel lane in each direction, and parking on both sides of the street, is a major east-west transportation corridor connecting Mission Bay and 3rd Street to the Mission District; it is designated a highest category "transit-oriented" Transit Preferential Street in the *San Francisco General Plan (General Plan)*.

Nearby land uses include fleet vehicle yards, professional and design-related small offices, cafes, cabinet shops, storage yards, electronics companies, restaurant supply wholesale and retail businesses, a higher educational institution, and other wholesale and warehouse retail firms. Building types, sizes, and ages vary. Building heights are typically one and two stories. Land uses vary from light to heavy industrial, wholesale, and other production-oriented uses. Building design is utilitarian.

Four major land uses surround the project site. Across Irwin Street to the north is the California College of the Arts, a higher education institutional land use. Across 7th Street one block east is the elevated I-280 Freeway and the western boundary of the Mission Bay Redevelopment Area. Immediately east of the

project site at the terminus of 8th Street at 16th Street is Showplace Triangle, a Pavement to Parks⁶ site (see Figure 2, page 3). Jackson Playground is located one block south of the project site.

The project site extends the whole frontage of the project block along 8th Street. Most of the 8th Street frontage is a one-story building used by a restaurant at 1201 8th Street. Northeast of the restaurant along Irwin Street is a two-story suite of five small offices at 455 Irwin Street. Next to the office building is a surface-parking vehicle yard (no building) that fronts Hubbell Street to the southeast. The next building to the northeast is a one-story building used by a general contractor that extends through the block to Hubbell Street. The corner building at 7th and Irwin Streets is one story and houses a wholesale restaurant supply business. The restaurant supply business operates its retail showroom with an entrance on Irwin Street at the corner of 7th Street. Across Irwin Street to the northwest is a higher educational institutional use (California College of the Arts) at the corner of 8th and Irwin Streets. Northeast of the college is a vacant lot that extends to the corner of 7th and Irwin Streets.

The northeast side of the project block—7th Street between Irwin and Hubbell Streets—is dominated by the one building used by the restaurant fixture business fronting Irwin Street (see paragraph above). The building is one story tall along 7th Street. One other small business use with a mailing address at 1200 7th Street is the office space for a culinary consulting service with an entrance on 7th Street. Across 7th Street, further northeast, is the elevated I-280 Freeway with a vacant area underneath and the large Mission Bay Redevelopment Area further east.

At 140 Hubbell Street at the intersection with 7th Street on the project block's southeastern edge is the wholesale and office uses of the restaurant fixture business. They are located in a one-story and two-story building, respectively. The Hubbell Street frontage includes a loading dock for shipping and receiving. At 180 Hubbell Street is a one-story office space for a general contracting company. An electric company operates in a two-story building that it shares with a cabinetmaker and a property management business at 190 Hubbell Street. Adjacent to the electric company is the surface parking vehicle yard that extends through the block to Irwin Street on the northwest. At the corner of 16th Street is the proposed project site. There is a vehicle entrance through a chain link fence onto a vacant area on the site covered in gravel and used for occasional parking. Across Hubbell Street lies a triangular parcel bounded on the northeast by

⁶ The Pavement to Parks program seeks to temporarily reclaim underused swaths of portions of pavement to temporarily turn them into new public plazas and parks. More information on the Pavement to Parks program can be found at <http://sfpavementtoparks.sfplanning.org/>, accessed October 29, 2011.

7th Street and on the south by 16th Street. The lot is known as “Daggett Triangle,” and is currently vacant, but development has recently been approved on the site, discussed in more detail below.

Across 8th Street is a small triangular parcel bound by Wisconsin Street to the west and 16th Street to the south. The 8th Street right-of-way between Irwin and 16th Streets was dedicated in September 2009 as Showplace Triangle, a Pavement to Parks project that contains landscaping and outdoor seating. Adjacent to Showplace Triangle to the southwest is a small casual restaurant (breakfast and lunch) and espresso bar. Across Wisconsin Street, and occupying the entire block to Carolina Street with an entrance at 1330 16th Street, is an office use. That block includes an enclosed interior vehicle yard and a small two-story office building at the 1330 16th Street frontage.

Across 16th Street from the project site at 2 Connecticut Street is a medical center in a two-story building that extends along 16th Street west to 1 Arkansas Street, where a six-office suite is occupied by design firms and other small businesses. At 10 Arkansas is a one-story, 16-office complex used by more small businesses and design firms. This building extends along 16th Street west to 115 Wisconsin Street, where it is occupied by a hardware retail business. Across Wisconsin Street is a one-story building that is vacant and for sale, but which was occupied by a showroom at 1315 16th Street and a retail furniture warehouse at 1345 16th Street. Jackson Playground, one block south of the project site, occupies two blocks bounded by 17th, Arkansas, Mariposa, and Carolina Streets. Neither Article 10 nor 11 of the *Planning Code* include noteworthy historical buildings or monuments located near the project site. The project site is located within the boundaries of the area surveyed for the Showplace Square Historic Resource Survey.⁷ The survey identifies noteworthy properties near the project site—the closest of these are one block from the project site: a neighborhood bar at 112-114 Missouri Street, Jackson Playground described above, and a clothing outlet at 1400 16th Street.

Several projects have been proposed, approved, or are under development in the project vicinity:

- One block northeast of the project site, on the other side of I-280 and extending to the San Francisco Bay, is the Mission Bay Redevelopment Area, currently under construction. Maximum build-out of the 303-acre Mission Bay would include 6,000 residential units; 4.4 million sf of office/life science/biotechnology commercial space; a UCSF research campus containing 2.65 million sf of building space and a UCSF hospital complex; 500,000 sf of retail space; a 500-room hotel; a 500-student public school, a public library, and new fire and police stations and other

⁷ The survey map is available online at <http://www.sf-planning.org/index.aspx?page=2674>, accessed December 2, 2011.

community facilities; and 41 acres of public open space. The Mission Bay parcels closest to the project site are approximately 1,000 feet away and are planned for office/research and development uses; however, no specific development projects are currently proposed.

- Across Hubbell Street to the east is a large, vacant, triangular parcel—the “Daggett Triangle”—bounded on the northeast by 7th Street and on the south by 16th Street. Three six-story, 68-foot-tall buildings are proposed for the site containing 470 dwelling units, approximately 15,000 sf of ground-floor retail space, and 11,000 sf of PDR space. Environmental review has been completed for this project (1000 16th Street, Planning Department Case No. 2003.0527E, Motion 17864), and entitlements were granted by the Planning Commission on July 28, 2011. Construction is anticipated to begin mid-2012 and take two years to complete.
- A residential and retail development at One Henry Adams Street (Planning Department Case No. 2000.618E) has been proposed four blocks (0.3 miles) west of the project site. This project also includes development of a second site at 801 Brannan Street, north of Townsend Circle, 5½ blocks (0.7 miles) northwest of the project site. Combined, the project buildings would contain up to 824 residential units and up to 54,598 sf of retail space in up to five buildings at the two sites. The buildings would all be six stories and 68 feet in height. This project is currently undergoing environmental review with the Planning Department. Construction is anticipated to begin in 2013 to be completed in 2015.
- An application has been filed for a 50-foot-tall, 44-unit residential project with approximately 4,500 sf of ground-floor commercial space at 1001 17th Street / 140 Pennsylvania Avenue, three blocks (0.3 miles) southeast of the project site. It is unknown when construction would begin on this project.

C. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	<u>Applicable</u>	<u>Not Applicable</u>
Discuss any variances, special authorizations, or changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SAN FRANCISCO PLANNING CODE

The *Planning Code*, which incorporates the City's Zoning Maps, implements the *General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*, (2) an allowable exception is granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the project.

The project site is located in the PDR-1-D (Production, Distribution, and Repair: Design) use district,⁸ the 68-X height and bulk district, and the Showplace Square/Potrero Hill Plan Area. The PDR-1-D district is formulated to retain and encourage relatively low-intensity PDR businesses, especially the existing clusters of design-related businesses. Thus, this district prohibits residential uses and office, and limits retail and institutional uses. Additionally, this district prohibits heavy industrial uses that generate external noise, odors, and vibrations, or engage in frequent trucking activities. Generally, all other uses are permitted.

The City's height and bulk districts serve a variety of urban design purposes.⁹ Principally they relate the height of new buildings to important attributes of the City pattern, such as the height, scale, and character of existing development, to avoid an overwhelming or dominating appearance. They also promote harmony in the visual relationships and transitions between new and old buildings. Prior to the Showplace Square/Potrero Hill rezoning (effective January 19, 2009), the project site was within the M-2 heavy industrial use district and the 50-X height and bulk district. The M-2 use district allows a wide range of retail, light or heavy industrial uses, and residential uses by Conditional Use authorization. The 50-X height and bulk district allows buildings up to 50 feet in height without bulk controls.

PDR is a principally permitted use in the PDR-1-D district, and retail uses are allowable if they are less than 5,000 sf per lot. The proposed project's residential use is not allowed in the PDR-1-D district. However, because the project sponsor originally filed for planning review in 2004, the residential use is considered a pipeline project, under which the height, use, and density controls are subject to the

⁸ *Planning Code*, Section 210.9. PDR-1-D District: Design.

⁹ *San Francisco Planning Code*, Article 2.5, Height and Bulk Districts, Section 251, Height and Bulk Districts: Purposes.

previous (M-2) zoning, but physical controls such as parking, rear yard, and open space are applied as if the residential use were located in an Urban Mixed Use (UMU) district.¹⁰

The PDR building would not require discretionary approval. However, the residential building would require Conditional Use authorization (*Planning Code* Section 303) for residential use in an M-2 district (*Planning Code* Section 215). The residential building would not meet *Planning Code* Section 134 rear-yard setback requirement of a minimum of 25 percent lot depth. Residential densities in the M-2 district are based on the nearest R district, or the 275 sf of lot area per unit of the previously nearby RH-3 district, but are not allowed to be less than that allowed in RM-1 districts, or 800 sf of lot area per unit. Thus, the allowable residential density would be that of RM-1, or 15 units. The project proposes to construct 15 units, and would not therefore exceed the applicable density control.

Planning Code Section 151.1 and Table 151.1 identify maximum parking controls applicable to the proposed project. Parking controls are applied as if the residential use were located in the UMU district. For residential use in the UMU district, 0.75 cars are permitted per dwelling unit, and one car is permitted per dwelling unit with at least two bedrooms and at least 1,000 sf of occupied floor area. The proposed project includes six one-bedroom units and nine two-bedroom units; thus the residential use in the building would be permitted 14 parking spaces for the residential uses. For the PDR use in the PDR-1-D district, the permitted parking is one off-street parking space per 1,000 square feet; thus the PDR use in the building would be permitted 12 parking spaces. Retail use of up to 20,000 square feet in the PDR-1-D district is permitted one parking space per 500 square feet; thus the proposed retail would be allowed two spaces. Restaurant use in the PDR-1-D district is permitted one space per 200 square feet; thus the restaurant would be allowed 25 spaces. In total, the proposed project would be allowed 53 parking spaces. The proposed project includes 14 residential parking spaces and eight commercial parking spaces for a total of 22 parking spaces (including one disabled-accessible space), and thus would be consistent with applicable parking controls and would not require any exceptions or variances for parking.

Planning Code Section 135 requires 80 square feet of open space per dwelling unit in UMU districts. Thus, the proposed project's 15 residential units would require 1,200 square feet of common usable open space. The proposed project would contain a 1,860-sf terrace on the second floor (rear of the residential

¹⁰ See *Planning Code* Section 175.6(e)(1)(D). The environmental application for the residential portion of the proposed project was received by the Planning Department on September 29, 2004, and the Conditional Use application was received on April 13, 2004.

building), 355 sf of private deck on some residential units, 1,055 sf of a common area in the second story rear terrace of the PDR building, and 88 sf of private decks for some of the PDR units. In total, the proposed project would provide 2,915 square feet of common usable open space and 443 square feet of private open space. However, open space must be a minimum width of 15 feet, and the second floor terraces would be 11 to 12 feet wide in places; therefore, the project would require a Conditional Use authorization for not meeting the open space requirement.

Planning Code Section 152 and Table 152 require no off-street loading spaces for retail uses less than 10,000 sf and for residential uses less than 100,000 sf, but it requires one space for 10,000 to 60,000 sf of gross floor area of wholesaling, manufacturing, and other uses primarily engaged in the handling of goods. The 12,826-sf proposed PDR use would require one loading space, which the proposed project would provide on the first floor (see Figure 2, page 3), thus meeting this requirement.

PLANS AND POLICIES

San Francisco General Plan

The San Francisco *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with the *General Plan* policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision to approve or disapprove the proposed project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 102.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c Land Use);

(6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow and Questions 9a and c, Recreation). The City is required to find that the proposed project or legislation is consistent with the priority policies. It must do this before issuing a permit for any project that requires an initial study under the California Environmental Quality Act (CEQA), before issuing a permit for any demolition, conversion, or change of use, and before taking any action that requires a finding of consistency with the *General Plan*. As noted above, the consistency of the proposed project with the environmental topics associated with the priority policies is discussed in Section E of this document, Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project would contain the San Francisco Planning Department's comprehensive project analysis and findings regarding the consistency of the proposed project with the priority policies.

Showplace Square/Potrero Hill Plan Area

The residential use of the proposed mixed use project would be inconsistent with the PDR-1-D zoning district. However, because the residential building was proposed in 2004, when the site was zoned M-2, height, use, and density controls are subject to the previous (M-2) zoning, which would conditionally permit the proposed project's residential use. The project site is located at the edge of the PDR-1-D district and borders the Urban Mixed Use (UMU) district, which does allow residential uses as permitted uses. The proposed project's retail and PDR uses would be consistent with the PDR-1-D zoning district, within which the site is located.

Regional Plans and Policies

Environmental plans and policies, including the *Bay Area 2010 Clean Air Plan*, directly address physical environmental issues and contain standards or targets that must be met in order to preserve or improve specific components of the city's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

PROJECT APPROVALS

Based on the *Planning Code's* current land use controls, the project's PDR and retail uses would be allowed by right in the PDR-1-D use district and the 68-X height and bulk district. Because the residential portion of the project is considered a pipeline project predating the Showplace Square/Potrero Hill

zoning controls, approval would be sought under the previous M-2 zoning district and 50-X height and bulk district. As such, the proposed project would require the following approvals, with the approving body shown in parentheses and italics: e.g., (*Planning Commission*).

- **Conditional Use authorization** (*Planning Commission*) under *Planning Code* Section 303 for residential use in an M-2 zoning district (*Planning Code* Section 215), including exceptions under *Planning Code* Section 175.6(e)(1)(C) from current physical controls for rear yards (*Planning Code* Section 134), usable open space (*Planning Code* Section 135), and dwelling unit exposure (*Planning Code* Section 140). The project's rear yard would comprise 25 percent of the lot area but not 25 percent of the lot's depth as required by *Planning Code* Section 134. The project would provide 2,915 sf of common open space, more than the 1,590 sf required by *Planning Code* Section 135; however an exception is necessary, because the open space is not located in a code-compliant rear yard or courtyard. A dwelling unit exposure exception is necessary for one unit, because it does not front onto a code-compliant rear yard or alternative open area.
- **Height increase** (*Planning Director*) under *Planning Code* Section 175.6(e)(1)(C). The 8-foot height increase is necessary to allow the 58-foot-tall pipeline portion of the project to provide minimum floor-to-floor height of 17 feet in the ground-floor retail space per current *Planning Code* requirements.
- **Demolition and site permits** (*Department of Building Inspection*) (DBI). The proposed project also would require approval by DBI for demolition and site permits
- **Street and sidewalk permits** (*Bureau of Streets and Mapping, Department of Public Works*). The proposed project additionally would require approval by the Bureau of Streets and Mapping of the Department of Public Works for street and sidewalk permits.
- **Any curb or road modifications** (*Department of Parking and Traffic*) would require approval by the Department of Parking and Traffic.
- **Stormwater control plan** (*Public Utilities Commission*) is required because the project would result in ground disturbance over 5,000 sf.
- **Restaurant use** will require a Permit to Operate the San Francisco Department of Public Health.

No approvals or permits from City departments would be required from those listed under Project Approvals above (beginning on page 32). Except for the Bay Area Air Quality Management District

(BAAQMD) related to asbestos regulations for demolition,¹¹ no approvals or permits would be required from regional, state, or federal agencies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked “Less than Significant Impact with Mitigation Incorporated,” “Less than Significant Impact,” “No Impact,” or “Not Applicable,” indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that issue. A discussion is included for those issues checked “Less than Significant Impact with Mitigation Incorporated” and “Less than Significant Impact” and for most items checked with “No Impact” or “Not Applicable.” For all of the items checked “No Impact” or “Not Applicable” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively. The items checked below have been determined to be “Less than Significant with Mitigation Incorporated.”

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural and Forest Resources |
| | | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

The following pages present a more detailed checklist and discussion of each environmental factor.

¹¹ DBI will not issue a demolition permit to demolish the existing building until it receives a letter from BAAQMD that all the asbestos-containing building materials have been removed and properly disposed of in accordance with applicable local, state, and federal laws.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING – Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Land use impacts of a proposed project are considered significant if the project would physically divide an established community; conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect; or have a substantial adverse impact upon the existing character of the vicinity.

The project site is located on the northeast corner of 16th and 8th Streets in the Showplace Square District of San Francisco, at the base of Potrero Hill and two blocks west of the Mission Bay District. The site and surrounding area are flat, with Potrero Hill beginning three blocks to the south of the project site. The project site is located in the PDR-1-D (Production, Distribution, and Repair: Design) use district,¹² the 68-X height and bulk district, and the Showplace Square/Potrero Hill Area Plan area. Prior to the Showplace Square/Potrero Hill rezoning in January 2009, the project site was within the M-2 heavy industrial use district and the 50-X height and bulk district.

As described in detail in Section B, Project Setting, beginning on page 25, nearby land uses include fleet vehicle yards, professional and design-related small offices, cafes, cabinet shops, storage yards,

¹² *Planning Code*, Section 210.9. PDR-1-D District: Design. The intention of this district is to retain and encourage less-intensive production, distribution, and repair businesses, especially the existing clusters of design-related businesses. Thus, this district prohibits residential uses and office, and limits retail and institutional uses. Additionally, this district prohibits heavy industrial uses that generate external noise, odors, and vibrations and engage in frequent trucking activities. Generally, all other uses are permitted.

electronics companies, restaurant supply wholesale and retail operations, higher educational institution, other wholesale and warehouse retail firms, and open space. Other residential uses are being proposed in the area, as described beginning on page 27. Building types, sizes, and ages vary. Building heights are typically one and two stories. The area has a concentration of light to heavy industrial, wholesale, and production-oriented land uses.

Impact LU-1: The proposed project would not conflict with or physically divide an established community. (Less than Significant)

The proposed project would not divide the physical arrangement of its block or surrounding area. It would be built within the existing lot boundaries and would be incorporated within the established street plan. As a result, it would not disrupt or divide the physical arrangement of an established community or impede the passage of persons or vehicles, and this impact would be *less than significant*.

Impact LU-2: The proposed project would be consistent with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would site new residential land uses in an area zoned for PDR and retail uses. However, south of 16th Street is zoned UMU, which permits housing, and the proposed project would continue the trend of mixed-use development in the area. As described above in Section C, Compatibility with Zoning, Plans, and Policies, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Land use plans and policies are those which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of San Francisco's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project's potential to conflict with a plan or policy adopted for the purpose of mitigating an environmental effect, would be *less than significant*.

Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the project vicinity. (Less than Significant)

The proposed project would replace the existing one-story restaurant building and vacant area with a four-story, 68-foot-tall PDR-retail building and a five-story, 58-foot-tall, residential-retail building with basement parking underneath both buildings. The project would introduce new PDR and residential uses to the project site and continue retail uses. The PDR use and retail use is allowed in the PDR-1-D district. The residential use is not allowed in the PDR-1-D district and it would be reviewed under the previous M-2 zoning (Heavy Industrial), which allows residential uses through Conditional Use authorization. The proposed building would be taller than the mostly 15- to 30-foot, one- to two-story nearby buildings. The proposed building height would be within the allowable height of the current 68-foot height limit. The proposed project would not introduce a new type of use to the project vicinity. Multi-family residential, retail, PDR, and parking uses already exist or are approved in the surrounding area. Although the project would intensify use of the site, the proposed PDR, residential, retail, and parking uses would be compatible with the existing mixed-use character of the project vicinity. The nature and intensity of proposed land uses are consistent with the character of development that exists in the area. Therefore, the proposed project would not result in a substantial effect to the land use character of the area; the proposed project's impact on land use character would be considered *less than significant*.

Impact C-LU-4: The proposed project in combination with past, present, or reasonably foreseeable future projects in the vicinity would result in less-than-significant cumulative land use impacts. (Less than Significant)

As discussed in Section B, Project Setting, on page 27, a number of projects have been proposed, approved, or are under development proximate to the project site. These projects, when combined, would result in a change in land use for the vicinity. However, as discussed above, the proposed project would not divide an established community, would be consistent with applicable land use plans and policies, and would not have a substantial impact on the existing character of the site vicinity. It would also be a relatively small proportion of cumulative development in the area. For these reasons, it would result in a *less-than-significant* cumulative land use impact.

While the proposed project would result in a change from existing conditions, the proposed project's impacts relating to land use would be *less than significant* under CEQA, for the reasons discussed above.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights, and building types of surrounding uses, its potential to obstruct views or vistas, and its potential for light and glare. The proposed project's specific design would be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial and demonstrable negative change in the visual character or quality of the area.

Impact AE-1: The proposed project would not result in a substantial adverse impact on scenic views and vistas. (Less than Significant)

There are limited scenic views from public areas near the project site. There are no scenic corridors. Public areas near the project site consist of public streets and sidewalks, except for Jackson Playground one block south of the project site. Views of the project site are generally obscured from public areas, including Jackson Playground. The proposed project would be visible from nearby portions of 16th, 8th, Hubbell, and Irwin Streets surrounding the project site; and from the north-south streets intersecting 16th Street from Potrero Hill—Arkansas, Wisconsin, Carolina, Connecticut, and Missouri Streets. The project site would also be visible from many upslope locations on Potrero Hill. Aside from vantage points on Potrero Hill, intervening buildings screen most views of the project site from more distant street-level locations. The eventual development of Daggett Triangle would add intervening six-story buildings between

viewpoints east of Missouri Street for views north and west across 16th Street, thereby blocking views of the project site from those locations.

The proposed project's four-story, 68-foot-tall PDR building and its five-story, 58-foot-tall residential building would be visible from locations along surrounding roadways. Public views would not be obstructed along public roads and sidewalks because the project would be built within the existing lot and street pattern. When looking across the project site, the building would block existing views of buildings or a small portion of the sky. The buildings would not substantially obstruct these transient views of existing development or the sky. In summary, the proposed project would not substantially degrade or obstruct any scenic view or vista now observed from public areas and would not constitute a significant impact.

The proposed project's buildings would be visible from some buildings (office, PDR, and retail) surrounding the site and from Potrero Hill, including some private residences. The buildings could block existing views of background buildings and a portion of the sky that adjacent office, PDR, and retail uses can now see across the project site. The reduced private views for nearby land uses would be an unavoidable consequence of the proposed project and may be perceived as an undesirable change for those individuals whose views would be affected. Given the urban setting of the proposed project and the limited extent of the reduction in private views, the proposed project's impact on views would be *less than significant*.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (Less than Significant)

The project site does not contain scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting. As a result, the proposed project would not damage scenic resources and would not affect such resources, and its impact on scenic resources would be considered *less than significant*.

Impact AE-3: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. (Less than Significant)

The visual character of the project site is urban with low-intensity uses. The existing one-story restaurant is a simple common rectilinear wood building. The rest of the lot is open, undeveloped, and used for occasional parking, with access through a six-foot-high chain-link fence from 16th Street. The project site is located in an area of mixed industrial, small office, institutional, and retail uses. Nearby land uses include fleet vehicle yards, professional and design-related small offices, cafes, cabinet shops, storage yards, electronics companies, restaurant supply wholesale and retail operations, institutional (education) uses, other wholesale, warehouse, and retail uses, as well as open space. Surrounding buildings are mostly one or two stories tall. Some of the lots are vacant or used for surface parking. There is a limited range of building type; the majority are rectilinear, functionally formed buildings with little ornamentation or non-functional design features.

Due to the flat topography of the area, the predominant influence on visual urban and industrial character is the similarity of building height and type, and mix of land uses. Potrero Hill's residential uses begin three blocks to the south. Immediately to the north of the project site on Irwin Street is the two-story, 35-foot-tall California College of the Arts building—a renovated warehouse space. The elevated I-280 freeway and the vacant Daggett Triangle are secondary influences that reinforce the urban, industrial, and mixed-use character of the area.

The proposed project would replace the restaurant and vacant area with a four-story, 68-foot-tall PDR-retail building and a five-story, 58-foot-tall residential-retail building. The visual character of the proposed project would be urban. The building design would be contemporary with rectilinear form and massing (see Figure 10, Proposed Eighth Street Elevation, page 19).

Although the proposed project's buildings would be taller than many buildings in the immediate vicinity, their heights would be allowable in the 68-X height and bulk district. The buildings would not be taller than some existing wholesale and residential buildings further west along 16th Street. The mixed-use PDR building would be located on the northwestern portion of the site. The residential building would be on the southeastern portion of the site at the boundary of the UMU district immediately across 16th Street and the residential zoning of Potrero Hill to the south, making its mixed use consistent with the PDR and UMU zoning bordering the site. The visual character and massing of the proposed project would be compatible with the mixed-use (PDR, office, retail, residential) urban form of the existing area.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change. As discussed above, the proposed project would not cause such a substantial and demonstrable negative change. It would be situated in an urbanized, mixed-use district that includes a predominance of residential uses south of 16th Street and a variety of PDR, retail, office, and residential uses in the immediate vicinity.

While intensifying the development of the site, the proposed project would not substantially change the prevailing mixed-use visual character of the area, or be visually inconsistent with surrounding development. The Planning Department would evaluate the proposed project's final architectural design and articulation in the project review separate from the environmental review process. The project review evaluates the site permit application for planning approvals, including the Conditional Use application, which requires approval by the Planning Commission before the issuance of the building permit.

In general, the proposed project would change the visual character of the project site. However, the area surrounding the site is already urbanized with other large projects approved or proposed. Thus, the proposed project would not cause a substantial and demonstrable negative change, and the disruption of the existing visual character of the project vicinity would be *less than significant*.

Impact AE-4: The proposed project would result in a new source of substantial light or potentially glare, but not to an extent that would affect day or nighttime views in the area or that would substantially impact other people or properties. (Less than Significant)

The project site is occupied by a single, one-story building used for a restaurant and a vacant area used occasionally for parking, illuminated at night. Illumination from these existing uses is similar to that of other commercial uses in the vicinity. The proposed project would replace these uses with a four-story, 68-foot-tall PDR-retail building and a five-story, 58-foot-tall residential-retail building. It would include outdoor lighting typical of other mixed-use buildings in the project vicinity. The buildings would give off more light than the existing uses on site due to the proposed building's larger size, new use, and area of glazing. These effects would be typical of other such structures in the area. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially affect other properties, and would have a *less-than-significant* light and glare impact.

Impact C-AE-5: The proposed project in combination with past, present, and reasonably foreseeable future development in the project vicinity would result in less-than-significant impacts to aesthetic resources. (Less than Significant)

As stated above, the proposed project would have a less-than-significant impact on scenic resources. Therefore, it would not make a substantial contribution to cumulative impacts to scenic resources. Implementation of the proposed project, in combination with development described in Section B, Project Setting, page 27, would result in a substantial change to the visual character of the project site vicinity. However, this change would not result in a negative impact to existing visual character. Rather, the proposed project would continue the trend of larger, mixed-use development in the area. From long-range views, the project would appear similar to or smaller than a number of existing or planned buildings and would not significantly affect views. Therefore, the proposed project would have a *less than significant* cumulative aesthetic impact.

The proposed project would not substantially degrade or obstruct any scenic vista observed from public areas; damage scenic resources contributing to a scenic public view; have a substantial, demonstrable negative aesthetic effect; or generate obtrusive light and glare. Therefore the project would have a *less-than-significant* project-specific and cumulative impact on visual resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth, either directly or indirectly. (Less than Significant)

The 2000 U.S. Census indicates that the population in the proposed project's Census Tract 607 was approximately 540 residents in 2000.¹³ The 2010 U.S. Census indicates that the population in the proposed project's Census Tract 607 was approximately 9,083 residents, representing a 17-fold population growth in this census tract, and with 1.91 persons per household on average.¹⁴ It is likely that the population within this Census Tract will continue to increase in the coming years.

The U.S. Census estimated the year 2010 population of San Francisco to be 805,235.¹⁵ Corresponding year estimates from the San Francisco Planning Department for year 2010 households and employment are 346,680 and 568,730, respectively.¹⁶ The Planning Department projects that San Francisco total population, households, and jobs will be approximately 810,000, 346,680, and 568,730, respectively, by year 2010 and about 934,800, 400,700, and 748,100, respectively, by 2030.¹⁷

Annual housing production in the City during the period 1989–2008 ranged from a low of about 288 units (1993) to a high of about 3,263 units (2008) per year, an annual average of 1,577 units.¹⁸ In May 2008, the Association of Bay Area Governments (ABAG) projected the Bay Area's need for housing based on their Regional Housing Needs Determination (RHND) 2007–2014 allocation. The ABAG study estimated the jurisdictional need of the City as 31,193 dwelling units (rounded to 32,000) over the period, or an average yearly need of 4,000 new dwelling units.¹⁹ Based on the information in the previous paragraph, the

¹³ Table QT-H3 Household Population and Household Type by Tenure Census 2000 Summary File. Census Tract 607, San Francisco County, California. This table is available for public review in Project File No. 2004.0556E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

¹⁴ Census 2010 Census Tract 607, San Francisco County, California, Total Housing and Total Population. These tables are available for public review in Project File No. 2004.0556E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Also available online at <http://2010.census.gov/2010census/popmap/>, accessed December 14, 2011.

¹⁵ Census 2010 San Francisco County, California, Total Population. This table is available for public review in Project File No. 2004.0556E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Also available online at <http://2010.census.gov/2010census/popmap/>, accessed December 14, 2011.

¹⁶ San Francisco Planning Department, Housing Element of the San Francisco *General Plan*, Part 1: Data and Needs Analysis, March 2011, p. I-4, Table I-1 for households, and p. I-12, Table I-8, for jobs.

¹⁷ *Ibid.*

¹⁸ San Francisco Planning Department, *San Francisco Housing Inventory 2008*, April 2009, p.6, Table 2, San Francisco Housing Trends, 1989-2008.

¹⁹ Association of Bay Area Governments, *Final Regional Housing Needs Allocation*, Adopted May 15, 2008, www.abag.ca.gov/planning/housingneeds/pdfs/Final_RHNA.pdf, accessed December 12, 2011. Additional information regarding ABAG's 2007-2014 Regional Housing Needs Determination can be found at www.abag.ca.gov/planning/housingneeds, accessed December 12, 2011.

Planning Department expects an increase of 54,020 households between 2010 and 2030. There is a particular need for units affordable to very low-, low-, and moderate-income households, which the City addresses in its Inclusionary Affordable Housing Program (*Planning Code* Sections 315–315.9).

The project site's existing 2,660-sf restaurant building accommodates approximately eight employees.²⁰ The restaurant would close during the duration of construction, but is expected to locate within the new on-site residential building. The proposed project would add 15 housing units to San Francisco's housing stock. Using the average household occupancy rate of 2.22 for Census Tract 607, the proposed project would accommodate approximately 29 new residents. The retail and restaurant spaces would be expected to accommodate about 18 employees in total, 10 more than at present.²¹ The 15 PDR units would accommodate about 26 employees/occupants.²² In total, approximately 73 persons would occupy the proposed building, an increase of 65 persons over existing conditions. The proposed project's growth would be part of both the anticipated Census Tract growth and area-wide growth discussed above on page 43, and this impact would be *less than significant*.

Impact PH-2: The proposed project would not displace housing units, create a demand for additional housing, or displace a substantial number of people necessitating the construction of replacement housing elsewhere. (Less than Significant)

The proposed project's net increase of 15 housing units would be 1 percent of the average annual housing production in San Francisco from 1989–2008 (1,577 units), and 0.4 percent of San Francisco's annual production need estimated by ABAG (4,000 new units annually). The proposed project would not displace any people or housing units, would not therefore create a demand for the construction of replacement units on site or elsewhere, and would result in a *less-than-significant* impact.

²⁰ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. Table C-1, Trip Generation Rates & Employee Densities for Typical Land Uses. The employee density factor for café-restaurant use is 350 square feet per employee.

²¹ *Ibid.* The estimate is based on the employee density factor of 350 square feet per employee for both the general retail and the restaurant use, or 5,056 sf restaurant ÷ 350 sf = 14 employees. 1,429 sf of retail ÷ 350 sf = 4 employees.

²² *Ibid.* The estimate is based on a standard industrial employee density factor of 567 square feet per employee, which may not be appropriate for the proposed small PDR units in contrast to a large and open traditional manufacturing or warehouse space. Alternatively, the resulting estimate of about 2 users per unit may be a reasonable average given their small size and limited space for multi-person activity.

Impact C-PH-3: The proposed project in combination with past, present, and reasonably foreseeable future development in the project vicinity would result in less-than-significant cumulative impacts on population and housing. (Less than Significant)

Although the proposed project would increase the daytime population and introduce residences to the site compared to existing conditions, this increase would not be considered substantial, for the reasons discussed above. As also discussed above, the proposed project would not displace substantial numbers of people or existing housing units. Cumulative development in the project vicinity, as described in Section B, Project Setting, page 27, would include a substantial amount of new housing, and would not displace substantial numbers of people or housing units. Therefore the proposed project's cumulative impacts on population and housing would be *less than significant*.

Based on the above analysis, *less-than-significant* physical environmental effects from changes in housing or population would occur.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CP-1: The proposed project would not result in a significant impact to historic architectural resources. (Less than Significant)

The project site contains a one-story reinforced concrete light industrial building. The proposed project includes demolition of the one-story building and replacement with two buildings, one residential and one PDR. The buildings would each have ground-floor retail space, and would share a common elevator and an underground parking garage. Because the building is more than 50 years old, the City required that an independent consultant prepare a historical resource evaluation (HRE).²³ The Planning Department reviewed the findings of the HRE and issued a subsequent historic resource evaluation response (HRER).²⁴ The results of both reports are summarized below.

The building on the project site was constructed in 1910 for the Standard Oil Company as a garage and repair shop. It remained in use as an auxiliary building until 1974 when Standard Oil Company sold the property. Sanborn Maps from 1913–1990 show no change in the building footprint. With the land use change from industrial to restaurant in 2004, alterations were made to the building, including removal of vehicular bays, original windows, and the original pedestrian entrance.

The project site is not located within a historic district nor is it located in any of the potential historic districts identified by the Showplace Square Historic Survey. The immediate architectural context of the project block is a large surface parking lot and several commercial or industrial buildings much larger and more modern than the existing building on the site. Similarly, most of the surrounding area contains more modern and larger scale buildings. Across 8th Street on a small isolated block is a 1940s-era frame building with a restaurant use. Across 16th Street is a one-story commercial building similar in scale to the subject building dating from 1916. The block located on the north side of Irwin Street contains a two-story industrial warehouse dating to 1951, now part of the California College of the Arts. While there is a similarity in scale between the building on the project site and two others in the vicinity, one of the buildings has a different construction date, typology, and materials. Parking lots and buildings of much different eras and scale surround this small group. Together, the two buildings are insufficient as the

²³ Kelley & VerPlanck, *Historical Resource Evaluation, 1150 16th Street / 120 18th Street, San Francisco, California*, April 2010. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

²⁴ San Francisco Planning Department, *Historic Resource Evaluation Response, 1150 16th Street / 1201 8th Street*, June 28, 2011. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

basis for establishing a historic district—that is, a significant concentration of historically or architecturally united buildings.

Historical Significance of the Subject Property

Under *CEQA Guidelines* Section 15064.5(a), a property is determined to be a historical resource if it meets the criteria for listing on the California Register of Historical Resources (*Public Resources Code*, Section 5024.1, Title 14 CCR, Section 4852) including the following:

- **Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- **Criterion 2:** Is associated with the lives of persons important in our past;
- **Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- **Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history.

To be eligible for the California Register, a property must not only meet at least one of the criteria of significance but must also retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance [CCR Section 4852 (c)]. According to National Register Bulletin 15, the seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

Criterion 1

The building is peripherally associated with the history of Standard Oil Company of California and the general history of the petroleum industry. However, the building's role in those patterns of historic events is extremely minor. The subject building is not eligible for inclusion on the California Register individually or as a contributor to any potential historic district based on this particular association.

Criterion 2

The subject property is not associated with the lives of persons important in our local, regional, or national past (Criterion 2). Based upon the information provided, the property is associated with the corporate owner, the Standard Oil Company, from the time it was erected in 1910 to 1974. From 1974 to 1978, it was owned by Primo R. and Naomi J. Repetto. It has been owned by the Sergio and Lawrence Nibbi Trust since 1978. Occupants between 1974 and 2004 include the Pacific Telephone Company. Since

2004, it has been occupied by the Axis Café. There are no known individuals that are associated with the building. Therefore, the existing building is not individually eligible for listing on the California Register under Criterion 2.

Criterion 3

The subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values (Criterion 3). The building does not appear to be the work of a master; however, no original permit record has been located. The subject building, constructed in 1910, embodies the common characteristics of its period, type, or method of construction. It was built in the early period of reinforced concrete construction. By the end of 1907, there were more than 78 reinforced concrete buildings under construction in San Francisco; thus, the subject building is not among the oldest of its construction type. For these reasons, the building appears ineligible for listing in the California Register under Criterion 3.

Criterion 4

The subject property is not likely to yield information important in prehistory or history. Based upon a review of information in the Planning Department's records, the subject property is not significant under Criterion 4 (Information Potential), which is typically associated with archeological resources. Furthermore, the subject property is not likely significant under Criterion 4, since this significance criterion typically applies to rare construction types when involving the built environment. The subject property is not an example of a rare construction type.

Conclusion

On June 15, 2011, San Francisco's Historic Preservation Commission (HPC) unanimously adopted a 6Z survey rating for the building on the site. The 6Z rating indicates the building is ineligible for listing on the National Register, California Register, or local register. Because the existing building is not a historical resource itself, and it is not located in a historic district or a potential historic district, the proposed demolition of the existing building would not have an adverse effect on an on-site historical resource or on off-site historical resources (such as adjacent historic properties). Therefore, the proposed project would have a *less-than-significant* impact on historical resources or potential historical resources.

Impact CP-2: The proposed project would result in damage to, or destruction of, as-yet unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)

Factors considered in order to determine the potential for encountering archeological resources include location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area. No archeological assessment has been made of the project site or its immediate vicinity. Further, any historical use of the underlying marshland has been effectively destroyed with the underlying fill that began in the early part of the 20th century and continued into the 1970s. A considerable amount of heterogeneous fill covers the project site, consisting of clay, sand, gravel, silt, and manmade debris.²⁵ The project site is considered moderately sensitive for the presence of archeological resources. A review of the US Coast Survey map from 1853 indicates that the project site was once near the historic Mission Bay shoreline, with the site located landward of the adjacent to the Mission Bay wetlands.²⁶ Because the property is underlain by mostly fill, the project sponsor is proposing a mat slab over the entire site, supported by driven piles. The depth of excavation over the entire site would be approximately 15 feet, and would include pre-drilled piles or piles driven to the depth of refusal, or to a maximum of approximately 67 feet below ground surface (bgs).²⁷ The total excavation for the proposed project would be approximately 6,400 cubic yards.

Given the disturbed nature of the underlying fill material to a depth of approximately 13 to 18 feet and the limited excavation to a depth of about 15 feet, there is a low potential that excavation for the foundation would encounter significant deposits of archeological resources, which would result in a *potentially significant* archeological resource impact. **Mitigation Measure M-CP-2**, below, would reduce this impact to a *less-than-significant* level.²⁸

²⁵ Kelley & VerPlanck, HRE, *op. cit.*, page 6; and Treadwell & Rollo, *Revised Geotechnical Investigation Summary, Nibbi Property, 1150 16th Street / 1201 8th Street*, January 10, 2012, page 2. These documents are on file and are available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

²⁶ San Francisco Planning Department, Memorandum re Archeological Sensitivity, Project 2004.1004E, February 2, 2006 and MEA Preliminary Archeological Review Checklist, August 10, 2011. These documents are on file and are available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

²⁷ Treadwell & Rollo, *Revised Geotechnical Investigation Summary, Nibbi Property, 1150 16th Street / 1201 8th Street, San Francisco, California*, January 10, 2012, *op. cit.*, page 5.

²⁸ San Francisco Planning Department, *MEA Preliminary Archeological Review: Checklist, 1150 16th Street (1201 8th Street)*, August 10, 2011. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

Mitigation Measure M-CP-2

Archeology (Accidental Discovery)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall

receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies (one bound copy, one unbound copy, and one unlocked, searchable PDF copy on CD) of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Impact CP-3: The proposed project would result in damage to, or destruction of, as-yet unknown paleontological resources, should such remains exist beneath the project site. (Less than Significant)

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous include sedimentary and volcanic formations.

There are no known paleontological resources at the project site. As discussed in the preceding section, fill material underlies the site to a depth of approximately 18 feet. The underlying fill is not of the type that would typically contain paleontological resources. The proposed project would involve foundation excavation to a depth of up to 15 feet over the project site, plus an additional 2 feet for the elevator pit, and piles driven to a maximum depth of approximately 67 feet bgs. Because the depth of excavation would be shallower than the 18-foot depth of fill material, the proposed project would not be expected to disturb any lithological formations, and it would have a *less-than-significant* impact on paleontological resources.

Impact CP-4: The proposed project would potentially result in damage to, or destruction of, as-yet unknown human remains that exist beneath the project site. (Less than Significant)

There is no record of the site being used as a burial ground, nor have any human remains been identified below the surface of the project site, and with the proposed project's limited depth of excavation (discussed previously), the proposed project would not have the potential to substantially disturb, damage, or otherwise cause the loss of human remains, and would have a *less-than-significant* impact.

Impact CP-5: The proposed project would not result in damage to, or destruction of, unique geological features. (No Impact)

The project site does not contain any geologic features; therefore the proposed project would have *no impact* on any geologic features.

Impact C-CP-6: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less-than-significant cumulative impacts to cultural resources. (Less than Significant)

Given that the building on the project site is not considered a historical resource for the purposes of CEQA, and given that the project site is not within a potential historical district, the proposed project would not considerably contribute to a cumulative impact to historic architectural resources. In addition, as stated above, there are no known paleontological resources at the project site, and the underlying fill is not of the type that would typically contain paleontological resources. Therefore, the proposed project would not considerably contribute to any cumulative impact to paleontological resources. Cumulative development in the project vicinity described in Section B, Project Setting, page 27, that could potentially impact archeological resources would be required to implement mitigation measures as necessary, reducing their project-specific impacts to less-than-significant levels. In combination with the proposed project, these individually less-than-significant impacts, when combined, would result a *less-than-significant* cumulative impact to cultural and paleontological resources.

For the reasons discussed above, and with implementation of Mitigation Measure M-CP-2, the proposed project would have *less-than-significant* impacts on cultural and paleontological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION – Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Checklist item 5c would not apply; therefore, this issue is not addressed below.

The project site is located on the southeast corner of 16th Street and 8th Street. Sixteenth Street is a two-way east-west roadway with one vehicle lane in each direction, on-street parking, 10- to 15-foot-wide sidewalks, and bicycle lanes on both sides of the street. Irwin Street is a two-way, unmarked, northeast-southwest roadway with one travel lane in each direction, 10-foot-wide sidewalks, and parallel on-street parking on the southeast side of the street and perpendicular parking on the northwest side of the street. The San Francisco *General Plan* identifies 16th Street as a Transit Preferential Street, a Secondary Arterial in

the Congestion Management Program (CMP) Network, and part of Citywide Bicycle Route #40. With northbound and southbound on- and off-ramps located at Mariposa and 18th Streets, and at Cesar Chavez Street, Interstate 280 provides regional access to the project site from western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. US 101 intersects I-80 north of the project site and provides access to the East Bay via the San Francisco-Oakland Bay Bridge. Southbound, US 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, nor would the proposed project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. (Less than Significant)

Policy 10.4 of the Transportation Element of the San Francisco *General Plan* states that the City will “consider the transportation system performance measurements in all decisions for projects that affect the transportation system” to determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy. The trips generated by the proposed project, the proposed project’s effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts are analyzed below.

Traffic Congestion

The restaurant on the project site would relocate within the project site when it is completed as a sit-down restaurant, rather than as a composite (fast food and sit-down) restaurant, which generates more traffic. Although larger in size, the sit-down restaurant is expected to generate fewer person and vehicle trips than the existing restaurant.²⁹ The proposed PDR and 15 residential units would introduce additional vehicle trips to the site.³⁰ The proposed project would be expected to generate approximately three fewer daily person-trips, 40 more daily vehicle trips, and three more p.m. peak-hour vehicle trips compared to existing conditions. The three additional vehicle trips occurring during the p.m. peak hour, both inbound

²⁹ The existing 2,660-sf composite restaurant is estimated to generate approximately 1,596 daily person trips, 215 p.m. peak-hour person trips, or 67 p.m. peak-hour vehicle trips; the proposed 5,056-sf sit-down restaurant is expected to generate 1,011 daily person trips, 137 p.m. peak-hour person trips, or 42 p.m. peak-hour vehicle trips.

³⁰ The proposed PDR spaces and residential units are expected to add 582 daily person trips, 62 p.m. peak-hour person trips, or 28 p.m. peak-hour vehicle trips.

and outbound, would be distributed to nearby streets and intersections in the project vicinity. Because of the small number of vehicle trips during the p.m. peak hour (three), and that fact that the trips would be both inbound and outbound and distributed to nearby streets and intersections, the proposed project's three p.m. peak-hour vehicle trips would not be expected to affect the operating conditions of surrounding intersections in the project vicinity.

Transit Impacts

Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. The project site is well served by public transit, with the north-south 19-Polk bus line traversing 16th Street with a bus stop at Rhode Island Street, three blocks (0.2 miles) to the west of the project site; and the 10-Townsend traversing 17th Street one block (0.1 miles) south of the project site with a bus stop at Wisconsin Street one block (0.1 miles) south of the project site. The east-west 22-Fillmore bus line runs along Mission and 16th Streets west of Kansas Street, along 17th Street between Kansas and Connecticut Streets, with a stop at Wisconsin Street one block (0.1 miles) south of the project site, and then along 18th Street east to Tennessee and 3rd Streets. The 22-Fillmore connects the project site with the 16th Street Bay Area Rapid Transit (BART) station, 1.3 miles west of the project site. The 3rd Street Light Rail line runs north-south along 3rd Street, one-half mile east of the project site.³¹ There are no transit stops directly in front of the project site.

As noted above under Traffic Congestion, beginning on page 54, the proposed project would be expected to generate fewer person trips than under existing conditions. It is also expected to generate seven fewer p.m. peak-hour transit trips than under existing conditions.³² Therefore, the proposed project's transit impacts would be *less than significant*.

Pedestrian and Bicycle Conditions

Sidewalks in the project vicinity have substantial excess capacity at present. 16th Street is part of Citywide Bicycle Route #40 between 3rd and Kansas Streets. With the current bicycle and traffic volumes on streets in the project vicinity, bicycle travel generally occurs without major impedances or safety problems. The

³¹ Bus routes and bus stop locations were identified on <http://www.sfmta.com/cms/asystem/routelist.php>, accessed December 12, 2011.

³² Jeanie Poling, Planner, Environmental Planning, San Francisco Planning Department, *Transportation Calculations, 1150 16th St. and 1201 9th St.*, File No. 2004.1004E, December 12, 2011, *op. cit.*

proposed project would result in a small decrease in the number of vehicle-trips in the vicinity of the project site. This decrease would not be expected to be substantial enough to affect bicycle travel in the area. Vehicles accessing parking along Irwin Street would not conflict with bicycle lanes, and the proposed project would not create hazardous conditions for bicyclists. The recently amended *Planning Code* Section 155.5 (Board of Supervisors Ordinance No. 129-06) requires that residential projects of 50 dwelling units or less provide one bicycle space for every two dwelling units. Seven bicycle parking spaces would be required for the proposed 15 residential units; the proposed project would provide eight residential bicycle parking spaces, as well as six PDR bicycle parking spaces in the basement parking garage (see Figure 5, page 14); thus, the project would comply with *Planning Code* Section 155.5. The proposed project would not substantially increase pedestrian and bicycle hazards and would have a *less-than-significant* impact on pedestrian and bicycling conditions.

Loading

Planning Code Section 152 and Table 152 require no off-street loading spaces for residential uses less than 100,000 sf or retail uses less than 10,000 sf, but they require one space for 10,000 to 60,000 sf of gross floor area of wholesaling, manufacturing, and other uses primarily engaged in the handling of goods. The 12,826 sf of proposed PDR space would require one loading space, which is on site with access from Irwin Street (see Figure 5, page 14). Therefore, the proposed project would comply with *Planning Code* Section 152 and Table 152. Loading demand would be approximately 0.57 average-hour-truck trips and 0.71 peak-hour truck trips, and could be accommodated in the proposed off-street loading space.

Construction

The project sponsor expects construction of the proposed project to last approximately 18 months, and construction would temporarily affect traffic and parking conditions near the proposed project. Throughout the construction period, there would be a flow of construction-related trucks to and from the site. The impact of construction traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. Construction-period traffic impacts resulting from the proposed project are considered short term and would be less than significant.

The project sponsor does not anticipate closures of any traffic lanes on 16th Street during construction, but may request temporary closures of the sidewalks and/or parking lanes abutting the project. Temporary closures of any traffic lane, parking lane, or sidewalk would require review and approval by DPW and

the City's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). No bus stops are adjacent to the project site, and construction of the proposed project would not affect operation of nearby bus stops.

Construction workers would need to find parking in the nearby streets or the project sponsor would have to arrange for off-street parking spaces in the area for construction workers until completion of the basement parking garage, when construction worker parking demand could be accommodated on site. However, this anticipated temporary parking demand would be considered a less-than-significant impact.

Conclusion

For reasons discussed above, the proposed project's impacts on traffic, congestion, and the circulation system would be less than significant. The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit. In addition, it would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The proposed project's impacts would be *less than significant*.

Parking

Parking is not a CEQA Initial Study Checklist Item, but the Planning Department includes a discussion of the topic for information purposes. In addition, the Planning Department does not consider parking a physical environmental impact (as discussed in the next paragraph). *Planning Code* Section 151.1 and Table 151.1 identify maximum parking controls applicable to the proposed project. For residential use in the UMU district, 0.75 cars are permitted per dwelling unit, and one car is permitted per dwelling unit with at least two bedrooms and at least 1,000 sf of occupied floor area. The proposed project includes six one-bedroom units and nine two-bedroom units; thus the residential use in the building would be permitted 14 parking spaces for the residential uses. For the PDR use in the PDR-1-D district, the permitted parking is one off-street parking space per 1,000 square feet; thus the PDR use in the building would be permitted 12 parking spaces. Retail use of up to 20,000 square feet in the PDR-1-D district is

permitted one parking space per 500 square feet; thus the proposed retail would be allowed two spaces. Restaurant use in the PDR-1-D district is permitted one space per 200 square feet; thus the restaurant would be allowed 25 spaces. In total, the proposed project would be allowed 53 parking spaces. The proposed project includes 14 residential parking spaces and eight commercial parking spaces for a total of 22 parking spaces (including one disabled-accessible space), and thus would be consistent with applicable parking controls and would not require any exceptions or variances for parking. Because the project would provide fewer than 50 residential units, per Section 166 of the *Planning Code*, no car-share parking spaces would be required and none is proposed.

The 15 residential units, 15 PDR units, 1,429 sf of retail, and 5,347 sf of restaurant space would typically generate a parking demand in excess of code-required off-street parking. However, under CEQA, parking deficits are considered social effects rather than physical environmental impacts. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, may induce many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits, which is in keeping with the City's "Transit First" policy. Established in the City's Charter, Section 16.102, the City's Transit First policy provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

Impact TR-2: The proposed project would not substantially increase hazards due to a design feature or incompatible uses. (Less than Significant)

The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses. Therefore, it would result in a *less-than-significant* traffic hazard impact. Likewise,

the proposed project would not result in a significant impact with regard to emergency access, discussed below, as the project site is accessible from major streets, including 16th and 8th Streets.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Access to the project site would be provided primarily by 16th and Irwin Streets. The proposed project would not be expected to affect emergency response times or access to other sites. Emergency vehicles would be able to reach the project site from multiple locations along city streets. Therefore, the project would have a *less-than-significant* impact on emergency access to the project site and surrounding sites.

Impact TR-4: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Less than Significant)

As discussed in more detail under Impact TR-1, the proposed project would not have a significant impact on public transit, bicycle, or pedestrian facilities. For this reason, the proposed project would not conflict with any adopted policies or plans governing their performance, and this impact would be *less than significant*.

Impact C-TR-5: The proposed project in combination of past, present, and reasonably foreseeable future projects, would not result in significant cumulative transportation impacts. (Less than Significant)

Cumulative Traffic Conditions Analyzed for Eastern Neighborhoods Plan Updates

The project site is located within the Showplace Square/Potrero Hill area of the Eastern Neighborhoods, one of four areas analyzed in the Eastern Neighborhoods Final Environmental Impact Report (EN EIR).³³ The EN EIR anticipated that growth resulting from the Eastern Neighborhoods Plan-related zoning changes could result in significant impact on traffic and transit ridership. Thus, the EN EIR identified 11 transportation mitigation measures, including implementation of traffic management strategies, transit

³³ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final EIR*, August 7, 2008. This document is on file and available for public review at the Planning Department, 1650 Mission Street Suite 400, as part of File No. 2004.0160E. This document is also available online for review at <http://www.sf-planning.org/index.aspx?page=1893>, accessed February 14, 2012.

corridor improvements, enhancement of transit funding, promotion of alternative means of travel, and parking management to discourage driving—all measures to be implemented by the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco County Transportation Authority, and/or the San Francisco Planning Department. Even with mitigation, however, it was anticipated that the significant adverse impacts at certain local intersections and the cumulatively considerable impacts on certain transit lines intersections could not be fully mitigated. Thus these impacts were found to be significant and unavoidable, and a Statement of Overriding Considerations with CEQA Findings was adopted as part of the Eastern Neighborhoods approval on January 19, 2009.

The EN EIR found that under Cumulative 2025 conditions, the closest intersection that would result in a potentially significant impact under Cumulative 2025 conditions would be the intersection of 16th and Rhode Island Streets, three blocks (0.2 miles) west of the project site.³⁴ The EN EIR determined that conditions at this intersection could be mitigated to a less-than-significant level; however as noted above, mitigation measures identified in the EN EIR are not applicable to the proposed project. With or without mitigation, the proposed project's three p.m. peak-hour vehicle trips represent inbound and outbound traffic, and would be distributed throughout the streets in the area. They would not represent a considerable contribution to operating conditions at this intersection, or any other intersection in the project vicinity.

Cumulative Traffic Conditions Analyzed for Daggett Triangle

The project at Daggett Triangle, described on page 28 and across Hubbell Street to the east of project site, was analyzed in a Final EIR (Daggett Triangle EIR).³⁵ The Daggett Triangle EIR included a cumulative transportation analysis that included potential development at the 1150 16th Street project site. The EIR found that Cumulative 2025 development could result in potentially significant impacts at four intersections, the closest of which is adjacent to the project site at 16th, Arkansas, and Hubbell Streets.³⁶ The EIR determined that there is no feasible mitigation for cumulative impacts at this intersection.

The proposed project's three p.m. peak-hour vehicle trips represent inbound and outbound traffic, and would be distributed throughout the streets in the area. These trips would not represent a considerable contribution to operating conditions at this intersection, or any other intersection in the project vicinity.

³⁴ *Ibid.*, pp. 275-276.

³⁵ San Francisco Planning Department, *1000 16th Street Final EIR*, April 16, 2009. This document is on file and available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2003.0527E.

³⁶ *Ibid.*, p. 9.

Cumulative Construction Conditions

As noted under Section B, Project Setting, page 27, other projects are proposed or under construction in the vicinity of the project site. Depending on schedules, there could be overlap in construction between the proposed projects. Some construction overlap between the project at Daggett Triangle and the proposed project is anticipated. As noted above under Construction, beginning on page 56, construction of the proposed project would temporarily affect traffic and parking conditions near the proposed project, as would occur under cumulative development. The impact of cumulative construction traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. However, these changes would be temporary in nature and would not be considered significant.

Temporary closures of any traffic lane, parking lane or sidewalk under cumulative conditions would require coordination by DPW and ISCOTT. If it is determined that temporary Muni bus stop relocation would be needed, the relocations would be coordinated with Muni's Street Operations/Special Events office. These changes would be temporary in nature and would not be considered significant.

Construction workers for cumulative projects would need to find parking in the nearby streets or the projects' project sponsors would have to arrange for off-street parking spaces in the area for construction workers until completion of the ground level parking garage, when construction worker parking demand could be accommodated on site. However, this anticipated temporary parking demand would be considered a less-than-significant impact.

For the reasons discussed above, the project would be expected to make a *less-than-significant* contribution to any future cumulative transportation impacts.

For the reasons discussed above, the proposed project would have *less-than-significant* transportation impacts.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip; therefore checklist items 6e and 6f are not applicable, and noise impacts related to air traffic are not addressed below.

Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels or otherwise be substantially affected by existing noise. (Less than Significant with Mitigation)

Noise Compatibility

Ambient noise levels in the project vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including cars, Muni buses and streetcars (in this case, the 19-Polk, 10-Townsend, and 22-Fillmore one to three blocks (0.1 to 0.2 miles) from the project site), and emergency

vehicles. Highway 101/the James Lick Freeway is five blocks (0.3 miles) west of the project site, and the I-280 freeway is about 950 feet east of the project site and about 50 feet above the site grade. They are sufficiently distant from the project site not to generate noticeable traffic noise. In addition, both freeways are elevated, and although some traffic noise is noticeable, it is not substantial. Observation indicates that surrounding land uses do not noticeably conduct noisy operations.

The Environmental Protection Element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise.³⁷ These guidelines, which are similar to but differ somewhat from state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at noise levels above 65 dBA (Ldn).^{38,39} Where noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements will normally be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features be included in the design. In addition, Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects. There are no special noise insulation requirements for background noise levels below 60 decibels.

The project sponsor has indicated that an acoustical consultant would be part of the proposed project design team. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards and the *General Plan*. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

³⁷ San Francisco Planning Department, *San Francisco General Plan*, Environmental Protection Element, Policy 11.1.

³⁸ Time variations in noise exposure are typically expressed in terms of a steady-state energy level (called "Leq") that represents the acoustical energy of a given measurement. Leq is used to describe noise over a specified period of time in terms of a single numerical value. The Leq is the constant sound level that would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period). Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, for planning purposes, an increment of 10 decibels is added to nighttime (10:00 p.m. to 7:00 a.m.) noise levels to form a 24-hour noise descriptor called the day-night noise level (Ldn). The maximum noise level (Lmax) is the maximum instantaneous noise level measured during the specified measurement period. The Leq, Lmax, Ldn and the other statistical descriptors for noise that are used here are defined in terms of dBA using the A-weighted sound pressure level (also called sound level or noise level) scale.

³⁹ The guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the *California Code of Regulations*.

Interior Noise Levels

The Eastern Neighborhoods FEIR (EN EIR) concluded that potential, short-term exceedances of ambient noise levels would result in a potentially significant effect on nearby sensitive receptors, if present in proximity to the noise sources.⁴⁰ The EN EIR identified Mitigation Measure F-4 to address this potential impact. Mitigation Measure F-4 requires a noise analysis prior to the first project approval action to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained. As required by this mitigation measure, a noise assessment was prepared for the proposed project by an independent noise consultant, and the results are summarized below.⁴¹

Continuous recordings of the sound levels were made at two locations: Location 1 was at the southwesterly corner of the site, 44 feet from the centerline of 16th Street and Location 2 was on the shed roof of the Axis Café building along Irwin Street at a height of 18 feet. The noise level measurements were made on February 2–3, 2012, for a continuous 24-hour period. The noise level at Location 1 ranged from 63.7 dBA Leq to 67.7 dBA Leq during the daytime and from 47 dBA Leq to 65.7 dBA Leq at night. The noise level at Location 2 ranged from 59.1 dBA Leq to 65.5 dBA Leq during the daytime, and from 47 dBA Leq to 62.6 dBA Leq at night.

The CalTrain operations (approximately 950 feet from the project site) are mostly shielded by the Economy Restaurant Fixtures building located along Irwin Street east of the project site. CalTrain passbys occur for approximately five seconds generating a sound level of 59 dBA, which includes horn blats at the 16th Street crossing.

Interstate 280 traffic noise levels were calculated from the 99,000 vehicles ADT volume⁴² traveling at 65 miles per hour on a concrete surface. For an at-grade freeway at a distance of 950 from the centerline of the road, the Ldn was calculated to be 66 dBA Ldn. However, due to the elevation of the freeway and the three foot-high safety barrier, 5–7 dBA of traffic noise reduction is realized, resulting in I-280 traffic noise exposures of 59-61 dBA Ldn.

⁴⁰ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, *op. cit.*

⁴¹ Edward L. Pack Associates, Inc, *1150 16th Street Noise Assessment*, February 15, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of File No. 2004.1004E.

⁴² *Ibid.*, State of California Department of Transportation, Division of Traffic Operations, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2000all/2000adt.xls>, accessed February 16, 2012.

Skateboarding activity in the 8th Street park generated sound levels up to 72 dBA at measurement Location 2 (as close as 55 feet). Skateboarding noise was generated primarily by riders jumping the planters and flipping their boards, resulting in “slamming” sounds. The hourly average noise level was calculated to be 60 dBA.

Therefore, the proposed project would locate new residential units—considered to be “sensitive receptors”—in an environment with noise levels above those considered normally acceptable for residential uses, resulting in a *potentially significant* impact. The project sponsor would be required by the *San Francisco General Plan* and by Title 24 to incorporate noise insulation features in the project to maintain an interior noise level of 45 dBA. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards. Project compliance with Title 24 standards and implementation of **Mitigation Measure M-NO-1a**, below, would ensure that effects from interior exposure to ambient noise would result in a *less-than-significant* impact.

Mitigation Measure M-NO-1a

Interior Noise Levels

To comply with Title 24 noise standards, the windows and glass doors of the living spaces on the outer periphery of the building should be closed at all times. The project sponsor shall install windows rated minimum Sound Transmission Class (STC) 32 and provide mechanical ventilation for these units.

Exterior Noise Levels

In addition to the effect of ambient noise levels on interior residences, discussed above, the EN EIR concluded that outdoor areas associated with residential uses, such as terraces or decks, could also be exposed to noise levels above 60dBA Ldn. Where such features are included with residential projects, and could be considered outdoor recreational area, the EN EIR identified Mitigation Measure F-6 to address this potential impact.⁴³ Mitigation Measure F-6 requires that such open space be protected through, among other things, implementation of a site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings.

⁴³ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, *op. cit.*, page 319.

The independent noise consultant for the proposed 1150 16th Street project took measurements that indicated that exterior noise levels on the terraces and decks would range from 58 to 71 dBA Ldn, resulting in a *potentially significant* impact.⁴⁴ Thus, the independent consultants identified the following mitigation measure, which incorporates the construction of sound barriers to shield on-site open space from ambient noise, as identified in EN EIR Mitigation Measure F-6. Implementation of **Mitigation Measure M-NO-1b** would ensure that effects from exterior exposure to ambient noise would result in a *less-than-significant* impact.

Mitigation Measure M-NO-1b

Exterior Noise Levels

To achieve compliance with the 60 dBA Ldn limit of the Environmental Protection Element of the *General Plan* for satisfactory residential use, the project sponsor shall construct 42-inch-high acoustically effective railings along the second floor terrace and the Unit 3 deck. These railings shall be airtight (without cracks, gaps or other openings), and constructed for long-term durability, including the deck/terrace floor. The railings may be constructed of concrete, masonry, wood, stucco, or metal or a combination thereof, and must have a minimum surface weight of 1.5 pounds per square foot. If wood or metal railings are used, homogeneous sheet materials are preferable over conventional open railings. Glass, Lexan, Plexiglas, or other translucent materials may be incorporated into the balcony railings to provide light and views. Clear materials shall have a minimum thickness of 3/16-inch to meet the minimum surface weight requirement. Downspouts and scuppers are preferable over sheet draining. Drainage openings shall be kept to a minimum size and should face away from the noise source. All connections with posts, pilasters, or the building shells shall be sealed airtight. No openings shall be permitted between the upper barrier components and the deck or terrace floor.

Project Traffic Noise

Traffic is the existing noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic volumes in an area would have to approximately double before the attendant increase in ambient noise levels would be noticeable to most people. Based on the transportation analysis prepared for the project (see Section E.5, under Traffic Congestion, beginning on page 54), the proposed project would be expected to add 40 vehicle trips per day to adjacent streets. The proposed project's contribution to traffic volumes would be a fraction of the existing traffic in the project vicinity. The proposed project would not cause traffic volumes to double at any study location, and, therefore, would have a *less-than-significant* effect on ambient noise levels in the project vicinity.

⁴⁴ Edward L. Pack Associates, *op. cit.*

Operational Noise

The proposed expanded restaurant on site may include outdoor seating along 16th and 8th Streets, which may generate noise for passersby and new residents of the proposed project. However, noise generated by such uses are typical and generally expected in an urban, mixed-use environment. The project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems. These operations would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient, and for noise on public property, including streets, the limit is 10 dBA in excess of ambient.⁴⁵ In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, noise effects related to building operation would be *less than significant*.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered a less-than-significant impact. (Less than Significant with Mitigation)

Construction Noise

Demolition, excavation, and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibration that could be considered an annoyance by occupants of nearby properties. Steel or pre-cast concrete piles may be used for the project's foundations, as discussed further in Section E.14, Geology and Soils, beginning on page 102, to a depth of up to 67 feet through the layers of dense to very dense soil beneath the Bay Mud, which could generate potentially significant noise and vibration during pile driving.⁴⁶ The piles may be pre-drilled to a depth of up to approximately 15 feet, which would somewhat reduce potential noise impacts. However, the use of piles would still result in a *potentially significant* noise impact. **Mitigation Measure M-NO-2,**

⁴⁵ Entertainment venues are also subject to a separate criterion for low-frequency (bass) noise.

⁴⁶ Usage of concrete piles will be avoided as much as possible because of the need to pre-drill into the upper 10-15 feet of fill in order to install the 75 foot piles.

page 69, would reduce noise and vibration from pile driving by the maximum feasible amount, and would reduce this impact to a *less-than-significant* level.

According to the project sponsor, the construction period would last approximately 18 months. Construction noise levels would fluctuate depending on construction phase, equipment type, duration of use, distance between noise source and listener, and the presence or absence of barriers. Impacts would generally be limited to the period during which new foundations and exterior structural and façade elements would be constructed. Interior construction noise would be substantially reduced by exterior walls.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*), amended in November 2008. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoerammers, and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance.

The project site is located in a formerly industrial area, and the closest sensitive receptors are over 500 feet from the project site. While nearby residential uses are planned, as discussed under Section B, Project Setting, page 27, no inhabitants of the identified planned projects are anticipated until the 1150 16th Street project construction is completed. Construction activities (other than pile driving, which would be employed in project construction) typically generate noise levels no greater than 90 dBA (excavation for instance) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy.⁴⁷ Closed windows typically can reduce daytime interior noise levels from construction activities other than

⁴⁷ Because noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance, the exterior noise level at the nearest sensitive receptors, over 500 feet away, would be no greater than about 75 dBA during the noisiest activities other than pile driving, and less during other aspects of construction. At this noise level, closed windows typically can reduce daytime interior noise levels to an acceptable level. Pile driving can generate noise levels in excess of 100 dBA at 50 feet each time the hammer strikes the pile. While potentially more startling than constant noise levels, pile driving noise would be intermittent and would occur over a relatively short duration of approximately eight weeks. Moreover, pile driving noise occurs only when a pile is being driven, with breaks when driving one pile is complete and another is being placed in position. Nevertheless, mitigation would still be required for this project to reduce this impact to a less-than-significant level.

pile driving to an acceptable level. Therefore, although construction noise (other than pile driving) could be annoying at times, it would be temporary and intermittent, and would not be expected to exceed noise levels commonly experienced in an urban environment. Thus, construction noise other than pile driving would be considered less than significant. Implementation of Mitigation Measure M-NO-2, below, would ensure that construction noise and vibration impacts from pile driving would be *less than significant*.

Mitigation Measure M-NO-2

Construction Noise (Pile Driving)

The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Impact C-NO-3: The proposed project in combination with past, present, and reasonably foreseeable future projects would result in less-than-significant cumulative noise impacts. (Less than Significant)

Cumulative Operational Noise

Although traffic volumes in the area are expected to increase substantially, as discussed in Section E.5 Transportation and Circulation, beginning on page 53, the proposed project's contribution to those volumes would be considered less than significant. Therefore, the proposed project's contribution to any potential cumulative noise impact would likewise be considered less than significant. Noise generated by operation of the proposed project would not make a substantial contribution to ambient noise levels in the vicinity. Therefore, the proposed project would result in *less-than-significant* cumulative effects on operational noise.

Cumulative Construction Noise

As noted under Section B, Project Setting, page 27, other projects are proposed, approved, and/or under construction in the vicinity of the project site. Depending on schedules, there could be overlap in construction between the proposed projects. However, each project would be required to implement noise control measures, and therefore construction noise would be reduced to the maximum extent

feasible. Moreover, for each project, the period of noisiest activity would be much less lengthy than the duration of the entire construction period, substantially reducing the potential for overlap between projects' phases of maximum construction noise. Given this, the proposed project would result in *less-than-significant* cumulative construction noise impacts.

In light of the above, and with incorporation of Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-2, noise effects related to the proposed project would be *less than significant*.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In 2010, BAAQMD issued updated CEQA Guidelines (*2010 Guidelines*) to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). In May 2011, BAAQMD issued revised updated guidelines (*2011 Guidelines*), which rely on the thresholds of significance developed under the *2010 Guidelines* and provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The *2010 Guidelines* (and by extension the *2011 Guidelines*) air quality thresholds of

significance supersede the 1999 CEQA Air Quality Guidelines (1999 Guidelines).⁴⁸ The following analysis is based on the revised 2011 CEQA thresholds.

This analysis uses the updated June 2010–May 2011 thresholds and methodologies from the BAAQMD CEQA Air Quality Guidelines to evaluate the potential impacts of construction and operation of the proposed project. Although BAAQMD’s adoption of the significance thresholds in 2010 and 2011 are the subject of recent judicial actions, the Planning Department has determined that Appendix D of the BAAQMD CEQA Air Quality Guidelines in combination with BAAQMD’s Revised Draft Options and Justification Report⁴⁹ provide substantial evidence to support the BAAQMD recommended thresholds and, therefore, has determined they are appropriate for use in this analysis.

Impact AQ-1: The project would not conflict with or obstruct implementation of an applicable air quality plan. (Less than Significant)

The current air quality plan for the SFBAAB is the *Bay Area 2010 Clean Air Plan*. This plan emphasizes travel activities and land use planning policies and measures to assist local jurisdictions in establishing goals for attaining compliance with the plan’s target threshold dates. In addition, the plan uses the numbers from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for population and demographic data for assuming regional emission forecasts. The project would introduce a new land use that would not induce additional traffic trips in numbers that would constitute a significant impact on the local roadway network, local transit lines, or local bicycle and pedestrian networks. In addition, the density of the project would not conflict with local area plans or induce growth beyond ABAG projections. Therefore, the proposed project would have a *less-than-significant* impact on the implementation of applicable air quality plans.

⁴⁸ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines (2010 Guidelines)*, adopted June 17, 2010, and *California Environmental Quality Act Air Quality Guidelines May 2011 update (2011 Guidelines)*. These documents are available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, accessed December 12, 2011.

⁴⁹ Bay Area Air Quality Management District. *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*. October 2009. This document is available online at: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, accessed February 21, 2012.

Impact AQ-2: Construction of the proposed project would not violate or contribute to the violation of an air quality standard. (Less than Significant)

Construction-Related Exhaust Emissions

The 2011 *Guidelines* provide thresholds of significance for construction-related criteria air pollutant and precursor emissions from vehicle exhaust. The thresholds as determined by BAAQMD are whether the proposed project would emit reactive organic gases (ROG), nitrogen oxides (NOx) or PM_{2.5} at levels in excess of 54 lbs/day or 10 U.S. tons/year; or whether the proposed project would emit PM₁₀ at levels in excess of 82 lbs/day or 15 U.S. tons/year.⁵⁰ The 2011 *Guidelines* provide screening criteria that identify the size and type of project that is not anticipated to emit criteria air pollutants and ozone precursors in excess of the adopted thresholds of significance. For general light industrial uses, such as the PDR building, the construction screening criteria are 259,000 sf, 11 acres, and 540 employees. For mid-rise residential uses, the screening criterion is 240 dwelling units. For quality restaurants, the screening criterion is 277,000 sf. Although there is no general retail category, the screening criteria for a majority of identified commercial uses is 277,000 sf.⁵¹ The proposed project's 12,826 sf of PDR use, 15 dwelling units, 5,056 sf of quality restaurant use, and 1,429 sf of retail would be well below the screening criteria. For these reasons, the proposed project would not exceed any of the thresholds of significance for criteria air pollutants and would result in a *less than significant* air quality impact related to construction exhaust emissions.

Construction-Related Fugitive Dust Emissions

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

⁵⁰ PM_{2.5} and PM₁₀ refer to particulate matter that is 2.5 microns in diameter or less and particulate matter that is 10 microns in diameter or less, respectively.

⁵¹ BAAQMD, 2011 *Guidelines*, *op. cit.*, Table 3-1, page 3-2.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

For fugitive dust emissions, the *2011 Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *2011 Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.⁵²

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco *Building Code* and *Health Code* generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, to minimize public nuisance complaints, and to avoid orders to stop work by DBI.

The Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 sf of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The following regulations and procedures set forth in of Article 22B of the San Francisco *Health Code* (Construction Dust Control Requirements) generally contain BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;

⁵² *Ibid.*, pp. 8-2 to 8-3 and D-47.

- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Compliance with the Dust Control Ordinance would ensure that the project's air quality impacts related to fugitive dust would be *less than significant*.

Impact AQ-3: The proposed project's emissions would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Project Operations – Criteria Air Pollutants and Ozone Precursors

BAAQMD's 2011 *Guidelines* also provide screening criteria for operational emissions from a variety of land use types. If a proposed project would fall below the applicable criteria, then operation of the proposed project can be assumed to result in a less-than-significant impact on air quality, and a detailed air quality assessment of air pollutant emissions is not required. For mid-rise residential uses, the 2011 *Guidelines* operational criteria air pollutant and precursor screening level is 494 dwelling units. For a quality restaurant, the screening size is 47,000 sf. For general light industry, the screening size is 541,000 sf, 72 acres, or 1,249 employees. Although the operational screening criteria do not list a generic retail use, a variety of different types of commercial uses are listed, with screening levels ranging from 5,000 sf (for a 24-hour convenience market) to 142,000 sf (for a home improvement superstore). The size threshold for

all the land uses listed in the 2011 Guidelines are considerably greater than the project's residential, PDR, restaurant, and retail uses. Therefore, a detailed air quality assessment of the proposed project's potential air pollutant emissions is not required, and the proposed project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed BAAQMD's thresholds of significance. The potential for operation of the proposed project to emit criteria air pollutants and ozone precursors would therefore be considered *less than significant*.

Construction-Related Health Risks

Project construction would require the use of off-road construction equipment and would result in an increase in vehicle trips associated with construction workers and construction equipment. Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), residents, and persons engaged in strenuous exercise. The closest existing off-site sensitive receptors are over 500 feet; as a result, the proposed project's construction activities would not expose off-site sensitive receptors to pollutants that pose a potential health risk.⁵³ As discussed under Section B, Project Setting, page 27, no inhabitants of the approved Daggett Triangle project, across Hubbell Street from the proposed project, are anticipated until after the 1150 16th Street project construction is completed. Therefore, construction-related health risks would be considered *less than significant*.

Project Operations – Health Risks

The proposed project does not propose stationary sources that could pose a potential human health risk. BAAQMD considers projects that generate less than 10,000 vehicle trips as minor, low impact sources and recommends that a health risk analysis exclude these sources.⁵⁴ The project's anticipated increase of approximately 40 vehicle trips would not exceed this screening level and would not therefore be considered a potential source for health risks. The proposed project would not require an emergency diesel generator. Given that the proposed project would meet the construction-related health risk screening levels established by BAAQMD and that the proposed project does not include any sources that

⁵³ San Francisco Planning Department, *Health Risk Screening Analysis*, February 1, 2012. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

⁵⁴ Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2010. At p. 13. This document is available online at www.baaqmd.gov.

could pose a substantial health risk, the proposed project would have a *less-than-significant* health risk impact.

Impact AQ-4: The proposed project would not site sensitive receptors in proximity to substantial pollutant concentrations. (Less than Significant)

The project site has been identified as being in an area that potentially exceeds the roadway particulate matter action level of 0.2 microgram per cubic meter. Because the proposed project includes residential uses, DPH has conducted an analysis of annual exposure to roadway-related particulate matter less than 2.5 microns in aerodynamic diameter, the results of which are included below.⁵⁵ The exposures modeled are due to vehicles on high-volume roadways within the vicinity of the project site and do not include ambient particulates due to a variety of other sources. DPH focused on roadway particulates because evidence indicates that they are most closely associated with respiratory and circulatory disease.

The project was evaluated with the EPA-approved dispersion model CAL3QHCR. DPH used one year of meteorological data provided by BAAQMD from the Mission Bay monitoring site in San Francisco. This site was selected because it represents the general pattern of wind expected at 1150 16th Street. Vehicle counts were taken from the SF-CHAMP traffic model maintained by the San Francisco County Transportation Agency and highway traffic counts from California Department of Transportation. Emission levels were determined using EMFAC 2007, the California Air Resource Board emission model, for the County of San Francisco.

Results indicate that the maximum average annual exposure on the proposed project would be about 0.05 micrograms per cubic meter. This level is below the action threshold for mitigation recommended in the Department of Public Health's *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*. The proposed project would therefore result in a *less-than-significant* impact from siting sensitive receptors in proximity to high-volume roadways.

⁵⁵ Jennifer McLaughlin, Department of Public Health, Memo Re: 1150 16th Street Air Quality Assessment, January 19, 2010. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2004.1004E.

Impact AQ-5: The proposed project would not create objectionable odors that affect a substantial number of people emissions. (Less than Significant)

The proposed project would introduce new uses on the project site (residential, PDR, retail, and restaurant) that are similar to many other properties located in the immediate vicinity and elsewhere; these existing land uses are not sources of noticeable odors. Therefore, the proposed project would not be expected to emit objectionable odors, and this impact would be *less than significant*.

Impact C-AQ-6: The proposed project would not result in significant cumulative air quality impacts. (Less than Significant)

The proposed project would be generally consistent with the *General Plan* and air quality management plans such as the *2010 Clean Air Plan*. Additionally, the *General Plan*, *Planning Code*, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *2010 Clean Air Plan*, which is the applicable regional air quality plan, developed to improve air quality towards attaining the state and federal air quality standards.

With respect to cumulative impacts from criteria air pollutants, BAAQMD's approach to cumulative air quality analysis is that any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.⁵⁶ The proposed project would result in less-than-significant impacts related to construction air quality emissions, operational air quality emissions, project-related motor vehicle emissions, exposure of sensitive receptors to pollutants, and odors. Therefore, cumulative air quality impacts associated with the proposed project would also be considered *less than significant*.

For the reasons discussed above, the proposed project's project-specific and cumulative air quality impacts would be considered *less than significant*.

⁵⁶ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. June 2010. At page 2-1.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. GREENHOUSE GAS EMISSIONS					
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).⁵⁷

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.⁵⁸

⁵⁷ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁵⁸ California Climate Change Portal, Frequently Asked Questions About Global Climate Change, available online at <http://www.climatechange.ca.gov/>, accessed December 12, 2011.

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCo₂E), or about 535 million U.S. tons.⁵⁹ The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions. In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCo₂E of GHG emissions emitted in 2007. Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions, followed by residential fuel usage at 7 percent, off-road equipment at 3 percent, and agriculture at 12 percent.

Regulatory Setting

In 2006, the California legislature passed Assembly Bill No. 32 (California *Health and Safety Code* Division 25.5, Sections 38500, *et seq.*, or AB 32), also known as the Global Warming Solutions Act. AB 32 requires the ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.⁶⁰ The Scoping Plan estimates a reduction of 174 MMTCo₂E (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 2, page 80. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.⁶¹ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally,

⁵⁹ The abbreviation for "million metric tons" is MMT; thus, "million metric tons of CO₂ equivalents" is written as MMTCo₂E.

⁶⁰ California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf, accessed December 12, 2011.

⁶¹ California Air Resources Board. AB 32 Scoping Plan. Available online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf, accessed December 12, 2011.

some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table 2 GHG Reductions from the AB 32 Scoping Plan Sectors⁶²	
GHG Reduction Measures By Sector	GHG Reductions (MMTCO₂E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1 – 2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	9
Total	42.8 – 43.8

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and

⁶² *Ibid.*

urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA Guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

BAAQMD's 2010 Guidelines⁶³ provided for the first time CEQA thresholds of significance for GHG emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's 2010 Guidelines and thresholds of significance have been incorporated into this analysis accordingly. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to BAAQMD.⁶⁴ This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy, in compliance with BAAQMD's 2010 Guidelines, and thresholds of significance.

This analysis uses the updated June 2010–May 2011 thresholds and methodologies from the BAAQMD CEQA Air Quality Guidelines to evaluate the potential impacts of construction and operation of the proposed project. Although BAAQMD's adoption of the significance thresholds in 2010 and 2011 are the subject of recent judicial actions, the Planning Department has determined that Appendix D of the

⁶³ BAAQMD 2010 Guidelines, *op. cit.*

⁶⁴ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. Available online at <http://www.sfplanning.org/index.aspx?page=2627>, accessed December 12, 2011.

BAAQMD CEQA Air Quality Guidelines in combination with BAAQMD's *Revised Draft Options and Justification Report*⁶⁵ provide substantial evidence to support the BAAQMD recommended thresholds and, therefore, has determined they are appropriate for use in this analysis.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced GHG emissions, including increasing the energy efficiency of new and existing buildings, installing solar panels on building roofs, implementing a green building strategy, adopting a zero waste strategy, passing a construction and demolition debris recovery ordinance, offering a solar energy generation subsidy, incorporating alternative fuel vehicles into the City's transportation fleet (including buses and taxis), and imposing a mandatory composting ordinance. The strategy also identifies 42 specific regulations for development that would reduce a project's GHG emissions.

San Francisco's climate change goals, as identified in the 2008 Greenhouse Gas Reduction Ordinance, are as follows:

- By 2008, determine the City's 1990 GHG emissions, which are set to the baseline level of target reductions;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals, as outlined in AB 32, and are consistent with the State's 2050 GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, and alternative transportation and solid waste policies. It concludes that San Francisco's policies have reduced GHG emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 MMTCO₂E, and 2005 GHG emissions are estimated at 7.82 MMTCO₂E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy, as outlined in BAAQMD's CEQA

⁶⁵ Bay Area Air Quality Management District. *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*. October 2009. This document is available online at: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, accessed February 21, 2012.

guidelines. The GHG Reduction Strategy provides standards to establish thresholds of significance when conducting analysis for CEQA documents. BAAQMD further stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB32 goals, and also serve as a model from which other communities can learn."⁶⁶

Impact GG-1: The proposed project would generate greenhouse gas emissions, but not in levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on site through the development of a 15-unit residential building with a ground-floor restaurant, and a 15-unit PDR building with ground-floor retail, which would result in additional vehicle trips and an increase in energy use. The expansion could also result in an increase in overall water usage which generates indirect emissions from the energy required to pump, treat, and convey water. The expansion could also result in an increase in discarded landfill materials. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

Based on BAAQMD's 2010 *Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown in Table 3 below and on the following pages.

⁶⁶ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department, October 28, 2010.

Table 3
GHG Regulations Applicable to the Proposed Project

Regulation	Project Requirements
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.
Transit Impact Development Fee (<i>Administrative Code</i> , Chapter 38)	The project sponsor would comply with the Transit Impact Development Fee by paying commercial development fees to the SFMTA to improve local transit services.
Bicycle parking in Residential Buildings (<i>Planning Code</i> , Section 155.5)	With 15 residential units, the proposed project would be required to provide seven bicycle parking spaces. The proposed project would include eight bicycle parking spaces for the residential use plus an additional six spaces for the PDR use.
Parking requirements for San Francisco's Mixed-Use zoning districts (<i>Planning Code</i> Section 151.1)	The project's 22 parking spaces would comply with applicable Eastern Neighborhoods maximum parking spaces.
San Francisco Green Building Requirements for Energy Efficiency (<i>Building Code</i> , Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.
San Francisco Green Building Requirements for Energy Efficiency (<i>Building Code</i> , Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (<i>Building Code</i> , Chapter 13C) Or San Francisco Stormwater Management Ordinance (<i>Public Works Code</i> Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 sf of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design guidelines.
San Francisco Green Building Requirements for water efficient landscaping	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used for landscaping by 50%.

Regulation	Project Requirements
(Building Code, Chapter 13C)	
San Francisco Green Building Requirements for water use reduction (Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.
Residential Water Conservation Ordinance (Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>
Residential Energy Conservation Ordinance (Building Code, Housing Code, Chapter 12)	<p>Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>
San Francisco Green Building Requirements for renewable energy (Building Code, Chapter 13C)	By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6.

Regulation	Project Requirements
	Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.
San Francisco Green Building Requirements for solid waste (<i>Building Code</i> , Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation, and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.
Mandatory Recycling and Composting Ordinance (<i>Environment Code</i> , Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.
San Francisco Green Building Requirements for construction and demolition debris recycling (<i>Building Code</i> , Chapter 13C)	Projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.
San Francisco Construction and Demolition Debris Recovery Ordinance (<i>Environment Code</i> , Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.
Street Tree Planting Requirements for New Construction (<i>Planning Code</i> Section 428)	The proposed project would include landscaping and sidewalk tree planting. The existing nine trees and one bush would be removed and replaced with 20 street trees: two along Irwin Street, 11 along 8 th Street, and seven along 16 th Street.
Wood Burning Fireplace Ordinance (<i>Building Code</i> , Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District

The proposed project would be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* by complying with all the applicable regulations documented in the *Compliance Checklist*⁶⁷ and in Table 3, above. Thus, the proposed project would result in a *less-than-significant* impact with respect to GHG emissions.

Impact C-GG-2: The proposed project would not result in a contribution to cumulatively considerable greenhouse gas emissions. (Less than Significant)

All potential future projects would be required to comply with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, which ensures that cumulative development would result in a *less-than-significant* greenhouse gas impact.

Given the discussion above, the proposed project would result in *less-than-significant* project-specific and cumulative greenhouse gas emissions.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

No structures are immediately adjacent to the project site. The closest buildings to the project site are the 35-foot-tall California College of the Arts building, approximately 40 feet north of the project site, and the 12-foot-tall casual restaurant (breakfast and lunch) across Showplace Triangle approximately 60 feet

⁶⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist*, August 4, 2011. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

southwest of the project site. The closest structures across 16th Street are approximately 60 feet south of the project site and generally 10 to 15 feet in height. Northeast of the project site within the project block is ground-level parking, and dominating the northeastern portion of the project block, close to 200 feet from the project site, are buildings approximately 15 to 35 feet tall. The proposed residential building would have a maximum height of 58 feet, and the PDR building would have a maximum height of 68 feet.

Wind impacts are generally caused by large building masses extending substantially above their surroundings and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Buildings with a height of more than 100 feet are considered to have the potential to intercept particularly strong winds, and for the purposes of determining compliance with the *Planning Code*, usually are evaluated by wind tunnel testing, according to a standard wind testing protocol. On the other hand, buildings with a height of 100 feet or less usually have little or no effect on the pedestrian wind environment. Because the proposed project would not be substantially taller than nearby buildings, the development in the project vicinity is generally of a low-rise nature, and because the proposed project would be substantially lower than 100 feet in height, the proposed project would not result in adverse effects on ground-level winds. Additionally, the proposed project would not affect the climate in either the neighborhood or region, and the building would have little potential to cause substantial wind acceleration. In view of the above, the proposed project would result in a *less-than-significant* wind impact.

Impact WS-2: The proposed project would result in new shadows, but not in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow that any structure exceeding 40 feet may cast on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The property under the jurisdiction of the Recreation and Park Commission nearest to the project site is Jackson Playground, located one block south of the project site in the block bounded by 7th, Arkansas, Mariposa, and Carolina Streets. To determine whether this proposed project would conform to Section 295, a

preliminary shadow fan analysis was prepared by Planning Department staff.⁶⁸ The analysis indicated that the proposed project would not cast new shadows on any properties under the Recreation and Park Commission's jurisdiction protected by Section 295, including the Jackson Playground park facility.

Section 295 does not provide protection of non-Recreation and Park properties or private properties. The project would be expected to shade Showplace Triangle, immediately west of the project site. Showplace Triangle is an informal plaza, not a Recreation and Park property. The project would at times shade portions of nearby streets and buildings. Morning shadows would shade the sidewalk on 8th and Irwin Streets, and some of the streets themselves. Afternoon shadows would shade a portion of the parking lot to the east, part of Irwin Street and the sidewalk to the north, and possibly part of the Hubbell Street and sidewalk to the east. The new shadows created by the project would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. Due to the dense urban fabric of the city, the loss of sunlight on private residences or property is rarely considered to be significant impact on the environment under CEQA. While additional shading and loss of sunlight would be an adverse change for affected neighbors and plaza users, it would not constitute a significant adverse effect on the environment under CEQA. Thus, the proposed project would have a *less-than-significant* shadow impact.

Impact C-WS-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant wind and shadow impacts. (Less than Significant)

The Daggett Triangle project across Hubbell Street to the southeast, close to 200 feet from the project site, has been approved for three buildings at a height of 68 feet (see Section B, Project Setting, page 27). Similar to the proposed project, the Daggett Triangle project is not anticipated to generate significant winds.⁶⁹ Due to the height of the two proposed projects, they are not expected to substantially contribute to any wind effects of cumulative development in the area.

⁶⁸ San Francisco Planning Department, Letter to Tony Pantaleoni, Project Architect, October 20, 2011. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

⁶⁹ San Francisco Planning Department, *1000 16th Street Urban Mixed-Use Project, Final Environmental Impact Report*, April 16, 2009, Appendix A, page 26. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2003.0527E.

The projects under construction, approved, or proposed in the surrounding area would cast new shadows; however, like the proposed project, none of the cumulative projects would be permitted to cast new shadows on any publicly accessible open space protected by Section 295. As individual development projects are proposed, shadow impacts will be analyzed and the degree of significance determined.

The proposed project’s contribution to potential cumulative wind and shadow impacts would be considered *less than significant*.

In view of the above, impacts related to wind and shadow would be *less than significant*.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project would not increase the use of existing parks and recreational facilities such that substantial deterioration of such facilities would occur or be accelerated. The proposed project would not include recreational facilities or require the construction of expansion of recreational facilities, nor would it substantially physically degrade existing recreational resources. (Less than Significant)

The nearest public open space facility to the project site is the approximately 550-square-foot Showplace Triangle, adjacent to the project site to the west. Showplace Triangle is a temporary Pavement to Parks plaza, and it is not known how long it will remain as a public park use. The approximately 4.4-acre Jackson Playground is one block south of the project site along Arkansas Street. Esprit Park, approximately 3.0 acres, is located about 11 blocks southeast of the project site, east of the I-280 Freeway at the corner of 19th and Indiana Streets. The approximately 9.0-acre Potrero Hill Playground is located

seven blocks south of the project site along Arkansas Street. The approximately 0.4-acre Utah & 18th Streets Mini Park is adjacent to the elevated U.S. 101 freeway about 12 blocks southwest of the project site. Nine blocks to the west along 7th Street is Franklin Square, approximately 4.4 acres in size, at the corner of Hampshire Street. Discussed under Section B, Project Setting, page 28, Daggett Triangle has been approved for development at the northeast corner of Hubbell and 16th Street. The Daggett Triangle project would include a future 0.88-acre public park, open to residents of the proposed project.

The anticipated 29 residents of the proposed project would have adequate access to public open space, and the small number of new residents would not substantially increase the demand for Jackson Playground, or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities.

The Eastern Neighborhoods Final EIR⁷⁰ analyzed the impacts of the open space objectives and policies of the Showplace Square/Potrero Hill Area Plan, which governs the project site. The area plan addresses the need for open space resources, in part, by increasing the contribution from new development. The Showplace Square/Potrero Hill Area Plan policies include an 80-square-foot-per-unit minimum for new residential and mixed-use buildings (as opposed to the former requirement for 36-sf per unit) as well as new requirements for nonresidential and non-PDR projects to contribute public open space. As discussed on pages 30–31, the proposed project would provide 2,915 sf of common open space, more than the 1,590 sf required. The Eastern Neighborhoods Final EIR found that implementation of the new Showplace Square/Potrero Hill Plan requirements would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreation facilities that might have an adverse physical effect on the environment.⁷¹

In view of the above assessment, project-specific impacts on recreation would be *less than significant*.

⁷⁰ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final EIR*, August 7, 2008, *op. cit.*

⁷¹ *Ibid.*, pp. 376-379.

Impact C-RE-2: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to recreational resources. (Less than Significant)

The other projects are proposed within the project vicinity, described under Section B, Project Setting, page 27, include the development of substantial new open space, including development of approximately 59,000 sf of open space at Daggett Triangle, across Hubbell Street from the project site.⁷² Additionally, any new projects are required to include open space, and no significant cumulative impacts to recreational resources are anticipated. Therefore, the proposed project would have a *less-than-significant* cumulative impact on recreational resources.

For the above-mentioned reasons, the proposed project's and project variant's impacts on recreational activities and facilities, both project-specific and cumulative, would be *less than significant*.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
11. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁷² Open space proposed for this site includes courtyards for residents of Daggett Triangle as well as public areas: plazas, pedestrian walkways, a children's playground, and a great lawn.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is well served by utilities and service systems, including sewer treatment plants, water supply facilities, and solid waste disposal. The proposed project would incrementally increase demand for and use of these services, but not in excess of amounts expected and provided for in this area.

Impact UT-1: The proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB), require or result in the construction of new, or expansion of existing, water, wastewater treatment facilities, or stormwater drainage facilities and the proposed project would be adequately served by the City's wastewater treatment provider. (Less than Significant)

The SFPUC provides both water and wastewater service in San Francisco. San Francisco's combined sewer and wastewater treatment system serves the project site, which handles both sewage treatment and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. The proposed project would need to meet the wastewater pre-treatment standards of the SFPUC that comply with the requirements of the San Francisco Industrial Waste Ordinance and the Regional Water Quality Control Board.⁷³ No new stormwater or wastewater collection and treatment facilities would be required to serve the proposed project. The proposed project would not result in a population increase beyond that assumed for planning purposes by the SFPUC.

⁷³ City and County of San Francisco, Ordinance No. 19-92, San Francisco *Municipal Code* (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

The project would comply with the City's Stormwater Management Ordinance, which requires the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential need for upsizing or constructing new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed project would not require new wastewater or stormwater collection and treatment facilities. Therefore, the proposed project would have a *less-than-significant* wastewater service impact on existing, water, wastewater treatment facilities, or stormwater drainage facilities.

Impact UT-2: The proposed project would increase the amount of water used on the site, but would be adequately served by existing entitlements and water resources. (Less than Significant)

The proposed project's additional 15 residential units, 15 PDR units, and 6,485 sf of restaurant/retail space would consume an estimated 5,218 gallons of water per day.⁷⁴ Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase could be accommodated within anticipated water use and supply for San Francisco.⁷⁵ Additionally, the new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State *Building Code* Section 402.0(c). As discussed under Air Quality, during project construction, the project sponsor and project building contractor must comply with

⁷⁴ SFPUC, 2005 Urban Water Management Plan for the City and County of San Francisco, December 2005, p. 40. The current gross per capita consumption rate for residents in San Francisco is 62 gallons per day (gpd) per capita. Commercial water use is estimated at 95 gpd per 1,000 square feet of commercial land use (San Francisco Planning Department, Mission Bay Final EIR, Table L.3: Mission Bay Project Total Daily Water Demand, p. L.9). The anticipated new residential population of 29 persons x 62 gpd yields 1,798 gpd; and the combined retail/restaurant/PDR uses would employ a net new population of 36 persons x 95 gpd, yielding 3,420 gpd. The anticipated total gpd usage for the proposed project would therefore be 5,218 gpd.

⁷⁵ San Francisco Public Utility Commission, 2005 Urban Water Management Plan (UWMP). The Plan uses the San Francisco Planning Department's current long range growth projections – Land Use Allocation 2002 – an estimate of total growth expected in the City and County of San Francisco from 2000–2025. These projections have similar employment growth and approximately 15,000 higher household growth than ABAG Projections 2002.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, which requires that non-potable water be used for dust-control activities. Since project water demand could be accommodated by the existing and planned supply anticipated under the San Francisco Public Utility Commission's 2005 Urban Water Management Plan for the City and County of San Francisco and would use best-practice water conservation devices, it would not result in a substantial increase in water use on the project site that could not be accommodated by existing water supply entitlements and resources. Therefore, the proposed project would result in *less-than-significant* water supply impacts.

Impact UT-3: The proposed project would increase the amount of solid waste generated on the project site, but would be adequately served by the City's landfill and would comply with federal, state and local statutes and regulations related to solid waste. (Less than Significant)

Solid waste generated by the City and County of San Francisco is transported to the Altamont Landfill. This landfill has a permitted peak maximum disposal capacity of 11,150 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of 2,226,500 tons from the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.⁷⁶

Recycling, composting, and waste reduction are expected to increasingly divert waste from the landfill, per California and local requirements. The City was required by the State's Integrated Waste Management Act (AB 939) to divert 50 percent of its waste stream from landfill disposal by 2000. The City met this threshold in 2003 and has since increased it to 69 percent in 2005 and 70 percent in 2006. In addition, the Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010.

The proposed project would be in compliance with the San Francisco *Building Code* Chapter 13 C, which requires a minimum of 75 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the proposed project would be in compliance with City Ordinance 100-09, the Mandatory Recycling and Composting Ordinance which requires everyone in San Francisco to

⁷⁶ California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill. Internet website: <http://www.calrecycle.ca.gov/Profiles/Facility/Landfill/LFPProfile1.asp?COID=1&FACID=01-AA-0009>, accessed November 22, 2011.

separate their refuse into recyclables, compostables, and trash. The project's residents and employees would participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The Altamont Landfill is expected to remain operational until at least 2029 and has plans to increase capacity by 250 additional acres.⁷⁷ With the City's increase in recycling and the potential Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2029. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion, the project would have a *less-than-significant* impact on solid waste facilities.

Impact C-UT-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to utilities and service systems. (Less than Significant)

The proposed project would not substantially impact water supply, wastewater facilities, or solid waste services. Existing service provision plans address anticipated growth in the region. The proposed project and cumulative projects as described in Section B, Project Setting, page 27, would not exceed growth projections for the area and therefore would not have a cumulative considerable effect on utilities and service systems. For the reasons discussed above, utilities and service systems would not be adversely affected by the project, either individually or cumulatively, and therefore impacts on utilities and service systems would be *less than significant*.

For the reasons stated above, the impacts of the proposed project on utilities and service systems would be *less than significant*.

⁷⁷ *Ibid.*

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
12. PUBLIC SERVICES—Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with new or altered government facilities in order to maintain acceptable performance objectives for any public services such as police and fire protection and schools and parks. (Less than Significant)

The project site is within an urban area that is served by public services, including fire, police, schools, and parks. Fire stations located nearby are Station 29 at 299 Vermont Street at 16th Street approximately six blocks (0.3 miles) west of the project site, and Station 37 at 789 Wisconsin Street at 22nd Street about six blocks (0.6 miles) south of the project site. The San Francisco Police Department's Southern Station is located at 850 Bryant Street at 7th Street, eight blocks (0.6 miles) north of the project site. Nearby public schools include Daniel Webster Elementary and Child Care Center at 465 Missouri Street at 20th Street, five blocks (0.5 miles) from the project site; the Bessie Carmichael Elementary and Child Care Center at 375 7th Street at Harrison Street, 10 blocks (0.7 miles) from the project site; and Downtown High School at 693 Vermont Street at 19th Street, ten blocks and (0.6 miles) from the project site. The incremental residential growth that would result from the proposed project would not necessitate the need for new or physically altered governmental facilities. In light of the above, public services would not be adversely affected by the proposed project, and the proposed project would result in *less-than-significant* public services impacts.

Impact C-PS-2: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant public services impacts. (Less than Significant)

In light of the above, public services would not be adversely affected by the project. Cumulative developments in the project vicinity, as described in Section B, Project Setting, page 27, would be required

to pay fees in accordance with Senate Bill 50.⁷⁸ While demand for police, fire, and school services would increase as a result of cumulative development, and expansion of these facilities is included under the cumulative scenario, the proposed project's contribution to this expansion would be relatively small. Therefore, the proposed project would have *less-than-significant* cumulative impacts on public services.

For the reasons discussed above, the proposed project would have *less-than-significant* project-specific and cumulative impacts on public services.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
13. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁷⁸ Senate Bill 50, or SB 50, went into effect in 1999 and governs how much developers are required to pay per square foot for development of new projects in California.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within or near any riparian habitat, sensitive natural community, federally protected wetlands, or adopted conservation plan. Therefore, checklist items 12b, 12c, and 12f are not applicable to the proposed project.

Impact BI-1: The proposed project would not modify habitats in ways that would substantially and adversely affect special status species, riparian, wetland, sensitive natural communities, or protected wetlands, or otherwise conflict with an adopted conservation plan. (Less than Significant)

The project site is within a developed area of the City. It is completely covered by of the existing restaurant building, its outside terrace, and a small gravel-covered open area off 16th Street used occasionally for parking. The site does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect, or substantially diminish, plant or animal habitats, including riparian or wetland habitat. There are no adopted habitat conservation plans applicable to the project site. In conclusion, the proposed project would result in a *less-than-significant* impact.

Impact BI-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, *Public Works Code* Sections 801 *et seq.*, to require a permit from DPW to remove any protected trees.⁷⁹ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

There are no landmark or significant trees on the project site. However, there are six trees in the outside terrace area of the restaurant ranging from 2.5 to 5 inches in diameter, about 12 to 18 feet tall, and with canopies of approximately 10 feet. There are also nine street trees adjacent to the property, and street trees

⁷⁹ Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801, *et seq.*

are protected under the City Ordinance. There are three tree cutouts in the sidewalk fronting 16th Street, and only one tree approximately 1.5 inches diameter at breast height (DBH), about 5 feet tall, and with a limited canopy. There are eight street tree cutouts in the sidewalk fronting 8th Street in front of the restaurant. Five of the cutouts have street trees approximately 2 to 4 inches DBH, between 7 to 15 feet tall, and with canopies of 4 to 14 feet. One cutout is empty and one cutout has a 7-foot-tall small tree/bush with many small-diameter trunks about one half-inch in diameter. There are two street trees along Irwin Street in front of the restaurant and one in front of the adjacent parcel approximately 5 inches DBH, 12 to 14 feet tall, and with canopies between 6 to 8 feet.

The existing nine street trees, one bush, and the six trees in the outside terrace area of the restaurant would be removed. They would be replaced with 20 street trees: two along Irwin Street, 11 along 8th Street, and seven along 16th Street. The new trees would be planted to meet the *Public Works Code*, and the proposed project would result in a *less-than-significant* impact on landmark, significant, and street trees.

Impact BI-3: The proposed project would not have a potentially significant impact on migratory species. (Less than Significant)

The 15 trees identified above would be removed. The lack of natural nesting habitats in urban areas tends to result in resident and migratory birds nesting in ornamental and/or street trees. The existing trees could be utilized by nesting birds. The proposed project could result in disturbances to nesting birds that may be located on or near the project site. Nesting birds and their nests and eggs are fully protected by *Fish and Game Code* (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Destruction or disturbance of a nest during nesting season would violate these regulations and would be a significant impact.

Impacts to nesting birds would most likely occur during the bird-nesting period (March 15 through August 31). MBTA requires pre-construction surveys for nesting birds if construction should occur during the bird-nesting period which is generally recognized to be from March 15 to August 15 in most areas of California, but can begin as early as January 15 in the San Francisco area. If construction during bird nesting season cannot be fully avoided, pre-construction nesting surveys should be conducted by a qualified wildlife biologist prior to work in order to comply with the MBTA. The MBTA makes it unlawful to "take" (kill, harm, harass, shoot, etc.) any migratory bird listed in 50 CFR 10, including their

nests, eggs, or young. Pursuant to the MBTA, the project sponsor would be required to hire a qualified biologist to conduct preconstruction bird nesting surveys within seven days of the start of construction (i.e. active ground disturbance). If active nests are located during the preconstruction bird nesting survey, the project sponsor is required to contact the California Department of Fish and Game for guidance on obtaining and complying with a Section 1081 Agreement that involves measures to avoid nesting season bird impacts. Compliance with the Section 1081 Agreement may include setting up and maintaining a line-of-site buffer area around the active nest and prohibiting construction activities within the buffer; modifying construction activities; and/or removing or relocating active nests. Compliance with the MBTA and the State *Fish and Game Code* would reduce the bird nesting impact under the proposed project to a *less-than-significant* level.

The City has recognized the documented risks that structures in the urban setting may present for birds. On July 14, 2011, the Planning Commission adopted Standards for Bird-Safe Buildings, and Section 139 of *Planning Code* establish Bird-Safe Standards for new building construction became effective on November 6, 2011. The standards set forth a three-pronged approach to the problem: (1) establishment of requirements for the most hazardous conditions; (2) use of an educational checklist to educate project sponsors and their future tenants on potential hazards; and (3) creation and expansion of voluntary programs to encourage more bird-safe practices including acknowledging those who pursue certification through a proposed new program for “bird-safe building” recognition.

The combination of project characteristics that present the greatest risk to birds are called “bird-hazards.” For example, buildings located within or immediately adjacent to open spaces of more than two acres with lush landscaping or buildings located immediately adjacent to open water or on a pier may be considered to have a bird-hazard (Urban Bird Refuge). The proposed project is not located within a 300-foot flying distance of an Urban Bird Refuge.

Another type of bird-hazard is called a “bird-trap,” which is a building-specific feature unrelated to the location of the building that creates hazards for birds in flight. Bird-traps include transparent building corners, clear sightlines through a building broken only by glazing, clear glass walls, or greenhouse on rooftops and balconies that have large, unbroken glazed segments. The proposed project would not have large glass windbreaks, a greenhouse on the rooftop, or skywalks. Compliance with Section 139 would minimize bird strikes and would therefore result in *less-than-significant* impacts with respect to bird strikes.

Impact C-BI-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would not result in impacts to biological resources. (Less than Significant)

Any other development in the area would be required to comply with the City's tree ordinance, the MTBA, State Fish and Game codes, and the City's Standards for Bird-Safe Buildings, as would the proposed project. Based on the above, the project and other past, present, or reasonably foreseeable development in the area would not result a *less-than-significant* effect with regard to biology.

Based on the discussion above, the proposed project would result in *less-than-significant* project-specific and cumulative impacts on biological resources.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
14. GEOLOGY AND SOILS – Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project. This analysis is based on two geotechnical investigations: one by Arthur T. Knutson conducted in 2000,⁸⁰ and the other by Treadwell & Rollo in 2012.⁸¹ The scope of the reports consisted of reviewing existing data presented on foundation plans for the existing buildings, geologic maps, field investigations, six geotechnical borings, and reports available from the City and County of San Francisco, the California Geological Survey (CGS; formerly California Division of Mines and Geology), as well as ABAG.

Impact GE-1: The proposed project would not expose persons or structures to substantial, adverse seismic and geologic hazards. (Less than Significant)

The project site is located approximately seven miles from the San Andreas Fault, the closest mapped active fault in the project vicinity. The Working Group for California Earthquake Probabilities estimates a 70 percent chance of having one or more magnitude 6.7 or larger earthquakes in the San Francisco Bay Area over the next 30 years (2007–2036).⁸²

⁸⁰ Arthur T. Knutson, *Geotechnical Investigation for the Proposed Office Building at 1150 16th Street, San Francisco, California*, prepared for Nibbi Brothers General Contractors, October 27, 2000. This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

⁸¹ Treadwell & Rollo, *Revised Geotechnical Investigation Summary, Nibbi Property, 1150 16th Street/1201 8th Street, San Francisco*, January 10, 2012, *op. cit.* This document is on file and is available for public review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2004.1004E.

⁸² Field, Edward H., Milner, Kevin R., and the 2007 Working Group on California Earthquake Probabilities, 2008, *Forecasting California's earthquakes; What can we expect in the next 30 years?:* U.S. Geological Survey, Fact Sheet 2008-3027, 4 p.. Version 1.0, April 14, 2008, 10:00 a.m. Initial release online at <http://pubs.usgs.gov/fs/2008/3027/>, accessed December 12, 2011.

The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the project site. In a seismically active area, such as the San Francisco Bay Area, the remote possibility exists for future faulting in areas where no faults previously existed. The geotechnical study found no evidence of active faulting on the project site and concluded that the risk of surface faulting at the project site is low. However, during an earthquake, the ground at the proposed project site would experience very strong shaking. Strong shaking during an earthquake can result in ground failure associated with soil liquefaction,⁸³ lateral spreading,⁸⁴ and cyclic densification.⁸⁵

It is likely that the project site would experience periodic minor earthquakes, and possibly a major earthquake (moment magnitude⁸⁶ [Mw] greater than 7.1) on one or more of the nearby faults during the life of the proposed development. The potential for liquefaction-induced ground rupture and sand boils to occur at the site depends on the thickness of the liquefiable soil layer relative to the thickness of the overlying non-liquefiable material. The potentially liquefiable soil layer encountered at the site is up to about 6 feet thick and is present at depths about 7 feet bgs. Treadwell & Rollo conclude that the potential for surface manifestations of liquefaction to be low. Lateral spreading occurs when a continuous layer of soil liquefies at depth and the soil layers above move toward an unsupported face, such as an open cut, or in the direction of a regional slope or gradient. Because the potentially liquefiable soil at the site is isolated and continuous, and because the ground surface at the site in the site vicinity is relatively level, the potential for lateral spreading at the site would be low. It is estimated that shallow foundations and surface improvements bearing within the non-saturated granular fill may settle up to approximately one quarter-inch as a result of strong shaking from a large earthquake. The project site is in area where the topography is relatively flat and would not be exposed to landslides. The geotechnical analyses set forth recommendations for site preparation, excavation, pile driving, and foundations to address the ground-shaking, liquefaction, and settlement potential on the site. The geotechnical investigation found the site

⁸³ Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

⁸⁴ Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

⁸⁵ Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is densified by earthquake vibrations, causing settlement.

⁸⁶ Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

suitable for development providing that its recommendations were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the geotechnical investigation in constructing the proposed project.

Potential seismic and geologic hazards would be addressed through compliance with the California *Building Code*, as implemented through DBI. The proposed project is on a parcel identified by the State of California Department of Conservation, Division of Mines and Geology as Seismic Hazard Zones in the City and County of San Francisco. Projects identified as such must request and participate in an interdepartmental project review prior to any application that requires a public hearing before the Planning Commission or new construction building permit. The final building plans and the geotechnical report would be reviewed by DBI prior to issuance of a building permit. To ensure compliance with all San Francisco *Building Code* provisions regarding structural safety, DBI would determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking, liquefaction, and compressibility. These potential hazards would be ameliorated through DBI requirement for a geotechnical report and review of the building permit application; thus, the project would result in *less-than-significant* impacts related to seismic and geologic hazards.

Impact GE-2: The proposed project would not result in substantial soil erosion or instability. (Less than Significant)

A recent subsurface investigation and previous geotechnical investigations indicate that the project site is generally blanketed by about 13 to 18 feet of heterogeneous fill consisting of soft to medium stiff sandy clay with variable gravel content, soft sandy silt, loose silty sand, loose to dense gravelly sand, and loose to dense sandy gravel.⁸⁷ Manmade materials including wood shards, metal fragments, leather, brick fragments, and concrete rubble are present throughout the full depth of the fill. In one boring, a concrete slab was encountered at a depth of approximately 5.3 feet bgs. In two other borings, a petroleum odor was noted during drilling below a depth of approximately 6 feet bgs; floating petroleum product was encountered at the groundwater level.

The fill is underlain by about 14 to 20 feet of soft to medium stiff compressible clay, known locally as Bay Mud. The Bay Mud is underlain by layers of medium stiff to hard clay with thin interbedded seams of clayey sand, medium dense to dense sand, and bedrock. The bedrock consists of soft, friable to weak, and

⁸⁷ Treadwell & Rollo, *Revised Geotechnical Investigation Summary, Nibbi Property, 1150 16th Street/1201 8th Street, San Francisco*, January 10, 2012, *op. cit.*

deeply to moderately weathered sandstone, shale, and serpentinite. Groundwater was encountered during drilling at a depth of approximately 10 feet bgs, and groundwater level measurements by others indicate the water level varies seasonally and could be as shallow as 6 feet.

Building Construction Considerations

Foundations

Treadwell & Rollo anticipated that the soil exposed at the foundation level of the proposed development would be weak heterogeneous fill underlain by soft, compressible Bay Mud, and noted the following issues associated with the selection, design, and installation of foundations for the proposed development:⁸⁸

- The potential for settlement of new structures caused by the consolidation of the underlying compressible Bay Mud under the expected building loads,
- The potential for bearing capacity failure of the underlying weak Bay Mud under the expected building loads,
- The presence of heterogeneous fill, including isolated layers that are susceptible to liquefaction induced settlement and cyclic densification,
- The presence of buried pile-supported concrete tank pads within the footprint of the proposed development, and
- The presence of debris in the existing fill that would hinder pile driving; predrilling may be required to reduce pile damage during driving.

The geotechnical consultants conclude that excessive consolidation settlement of the Bay Mud would occur if the proposed development were supported on a shallow mat bearing in the existing fill. Therefore, the geotechnical consultants made the following recommendations:⁸⁹

- The proposed development should be supported on driven piles gaining support through a combination of skin friction in the stiff to very stiff clay and dense to very dense sand below about 32 feet bgs and end bearing in the very dense sand and bedrock,
- The appropriate pile types include steel H-piles and prestressed, precast square concrete piles,

⁸⁸ Treadwell & Rollo, *Revised Geotechnical Investigation Summary, Nibbi Property, 1150 16th Street/1201 8th Street, San Francisco*, January 10, 2012, *op. cit.*

⁸⁹ *Ibid.*

- Prior to installation of the piles, the existing concrete tank pads should be exposed, demolished, and removed from the site,
- The excavations should be sloped in accordance with Occupational Safety and Health Administration (OSHA) requirements, but no steeper than 1:1,
- The excavations should be backfilled with soil to within 3 feet of the existing surrounding ground prior to installation of the piles,
- Because the existing timber piles would be left in place, the tops of the timber piles should be surveyed and their locations recorded to reduce the potential for conflicts with the new piles, and
- The use of a mat foundation should allow for adjustments in the location of the new piles, where conflicts with the existing piles occur.

Excavation

As discussed in Section A, Project Description on page 25, construction of the basement and foundation would require excavation to a depth of 15 feet bgs, and removal of approximately 6,400 cubic yards of soil. Any soil removed from the project site would be trucked to an appropriate landfill following testing pursuant to City and State requirements for hazardous materials.

Dewatering

Groundwater was encountered at depths of approximately 6 to 10 feet bgs in the test borings for which water level was measured. If dewatering were to be required during construction, it would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management (BERM), of the SFPUC must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Potential degradation of groundwater quality as a result of dewatering during project construction would be reduced to a less-than-significant level through the BERM requirement for retention of groundwater pumped from the project site in a holding tank, and through analysis of the quality of this groundwater before it is discharged to the combined sanitary and storm drain sewer system.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, DBI

would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. Groundwater observation wells might be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

For the reasons discussed above, the proposed project's soil erosion and stability impacts would be *less than significant*.

Impact GE-3: The proposed project would not result in the use of septic tanks or alternative wastewater disposal systems, nor change substantially the topography or any unique geologic or physical features of the site. (No Impact)

The project site is in an area served by the City's sewer system. The project would not substantially change the topography of the site, and the site does not contain unique geologic or physical features. Therefore, the proposed project would have *no impacts* on septic systems or unique geologic features.

Impact C-GE-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to geology and soils. (Less than Significant)

The proposed project would result in no impact to topographical features, loss of topsoil or erosion. Therefore, the project would not have a considerable contribution to related cumulative impacts, if any, of the projects listed in Section B, Project Setting, page 27. In addition, the building plans of other reasonably foreseeable future project would be reviewed by DBI, and potential geologic hazards would be ameliorated during the DBI permit review process. Therefore, the cumulative impacts to geology, soils, and seismicity would be *less than significant*.

For all of the above reasons, the proposed project would result in *less-than-significant* project-specific and cumulative impacts related to geology, seismicity, or soils.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
15. HYDROLOGY AND WATER QUALITY—					
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project does not propose housing or structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, checklist items 15g and 15h do not apply. The project is not located in an area identified as subject to seiche or potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Maps 6 and 7 of the Community Safety Element of the San Francisco *General Plan*). In addition, the developed area of the project site would not be subject to mudflow. Thus, checklist item 15j does not apply.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts to water quality. (Less than Significant)

The proposed 1150 16th Street project would not substantially degrade water quality or contaminate a public water supply. All wastewater from the proposed project, and stormwater runoff from the project site, would flow into the city's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. In accordance with the permit, discharges to the Bay are in conformance with requirements of the Clean Water Act, Combined Sewer Overflow Control Policy, and the associated state requirements in the Water Quality and Control Plan for the San Francisco Bay Basin. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Thus, the proposed project would result in a *less-than-significant* water quality impact.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. (Less than Significant)

The proposed project would not substantially affect groundwater or alter the existing drainage pattern of the site. The proposed project would not involve the alteration of any hydrologic features, such as a stream or river. As described on page 33, the proposed project would be required to submit a Stormwater Control Plan that would minimize disruption of the natural hydrology.

The geotechnical investigation report encountered groundwater at approximately 6 to 10 ft bgs. Although groundwater may be encountered during construction and may require dewatering as previously discussed in Section E. 14 Geology and Soils, this dewatering would be minor and would not interfere substantially with groundwater resources, nor would it cause a lowering of the groundwater table level. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions, and impacts on groundwater and site runoff would be *less than significant*.

Impact HY-3: The proposed project would result in a less-than-significant drainage impact. (Less than Significant)

As noted in Section E.11, Utilities and Services Systems, beginning on page 92, Compliance with the Stormwater Management Ordinance (SMO), which requires the submittal of a Stormwater Control Plan for the proposed project, in general would require the project to reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

Approximately half of the project site is currently covered in gravel, where stormwater infiltrates into the groundwater. Once developed, the project site would be completely covered with impervious surfaces. For a project site with over 50 percent of impervious surfaces, the project would be required to reduce stormwater runoff peak rate and total volume by 25 percent. The proposed project would be required to retain stormwater permanently on site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges before entering the combined sewer system. Since stormwater flows from the proposed project could be accommodated by the existing combined sewer system, the proposed project would not significantly impact surface or groundwater quality, nor cause substantial flooding or erosion.

Over the construction period, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, pile driving, foundation pouring, and construction of the building shell. Once in surface water, runoff, sediment and other pollutants could leave the construction site and ultimately be released into the San Francisco Bay. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Pursuant to *Building Code* Chapter 33 (Excavation and Grading) and the City's NPDES permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. Thus, the proposed project would result in a *less-than-significant* drainage impact.

Impact HY-4: The proposed project would not result in an increase in risks from flooding. (Less than Significant)

The ground surface elevation at the site and vicinity is about 5 feet San Francisco City Datum (SFCD). The project site is not within a flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps; however the project site is identified by the SFPUC as an area prone to flooding. As such, prior to receiving a building permit, the SFPUC and/or its delegate (San Francisco Department of Hydraulics Section) would review the building permit application to determine the potential for flooding during wet weather, and may impose requirements such as the provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. Compliance with SFPUC requirements would minimize flood hazard impacts to a *less-than significant* level.

Impact C-HY-5: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant hydrology and water quality impacts. (Less than Significant)

As stated above, the proposed project would result in less-than-significant impacts to groundwater levels and existing drainage patterns. Therefore, it would not considerably contribute to cumulative impacts, if any, from cumulative development projects described in Section B, Project Setting, page 27. Cumulative development projects also fall outside the flood plain designated on the City's interim flood plain maps. Therefore, cumulative impacts related to flooding would be less than significant. Finally, cumulative development projects would be required to follow dust control and dewatering water quality regulations,

similar to the proposed project. Therefore, cumulative hydrology and water quality impacts would be *less than significant*.

Based on the information presented above, the proposed project would have *less-than-significant* water quality, groundwater, flooding, or erosion impacts; and would not be at risk from dam or levee failure, or from seiche, tsunami, or mudflow inundation.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area or in the vicinity of a private airstrip; therefore, checklist items 16e and 16f would not apply to the proposed project. Furthermore, the project site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (the Hazardous Waste and Substances Sites (Cortese) list); therefore checklist item 16d would not apply to the proposed project.

Impact HZ-1: The proposed project would not create a significant hazard through routine transport, use, disposal, handling, or emission of hazardous materials. (Less than Significant)

The proposed project would involve demolition of the existing structure on the project site and construction of five stories of residential use and four stories of PDR use plus underground parking. During operation, the proposed project would likely involve the use of relatively small quantities of hazardous materials for routine household and retail uses such as paints, cleaners, toners, solvents, and disinfectants. All of these products are labeled to inform users of risks and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste.

PDR uses could involve the use, handling, and storage of hazardous materials or petroleum products or generation of hazardous wastes as part of normal business operations. While these businesses would be required to comply with applicable federal, state, and local regulations, there would remain the potential for an accidental release of hazardous materials or petroleum products, such as a tank leak, spill, or rupture, which could potentially affect public health and/or the environment unless appropriate precautions are in place. The proximity of residential uses to PDR uses at the project site would further increase the potential for public exposure during an accidental release of hazardous materials. However, compliance with hazardous materials and waste regulations would minimize the risk for accidental releases and would ensure safe handling of hazardous materials and wastes at permitted facilities. Furthermore, new business introduced to the project area would implement newer and improved technology for handling and storage of hazardous materials that would further reduce the risk of a release that could affect public health or the environment.

Any business that handles or stores hazardous materials or petroleum products would be required to comply with the requirements of the City's hazardous materials handling requirements specified in Article 21 of the San Francisco Health Code. In accordance with this article, any facility that handles

hazardous materials in excess of specified quantities would be required to obtain a Certificate of Registration from the DPH and to implement a Hazardous Materials Business Plan that includes inventories, a program for reducing the use of hazardous materials and generation of hazardous wastes, site layouts, a program and implementation plan for training all new employees and annual training for all employees, and emergency response procedures and plans.

Facilities subject to the state Hazardous Waste Reduction and Management Review Act must submit a source reduction evaluation review and plan, hazardous waste management plan, hazardous waste management performance report, and summary progress reports to the DPH. New facilities not subject to the Act may be required to complete a DTSC hazardous waste audit if one is available for that industry classification. Facilities subject to these requirements must submit a hazardous materials reduction plan if their inventory includes one or more hazardous materials that do not enter a waste stream.

The DPH implements its Risk Management and Prevention Program specified in Article 21A of the Health Code and requires businesses that handle regulated substances to prepare a written Risk Management Plan. Any new businesses that handle hazardous waste must comply with the City's hazardous waste handling requirements specified in Health Code Article 22.

For these reasons, the proposed project would result in a *less-than-significant* hazardous material use associated with the proposed project during operations and would not pose a substantial public health or safety hazard.

Impact HZ-2: The proposed project may create a significant hazard to the public or the environment through the release of hazardous materials into the environment due to past soil and groundwater contamination (Less than Significant with Mitigation)

The full block bounded by 16th, 8th Irwin, 7th, and Hubbell Streets was identified as Standard Oil Company warehouses as early as 1899. The Standard Oil Company (later Chevron) facility operated as a bulk fuel terminal from about 1914 to about 1974. In 1974, the facility was dismantled; subsequently the property was divided into five parcels and sold. The project site occupies the westernmost parcel of the bulk plant facilities. The foundations of two former fuel tanks, consisting of timber-pile supported concrete pads buried approximately 5 to 6 feet below the existing ground surface, are still present at the site.

As identified in Section E.14, Geology and Soils, beginning on page 102, subsurface conditions consist of up to about 18 feet of loose to medium-dense heterogeneous fill underlain by Bay Mud, which is underlain by medium-dense to very dense sand and clayey sand and medium-stiff to very stiff clay and sandy clay. The upper part of the fill unit at the site likely contains debris which often contains elevated levels of lead and petroleum hydrocarbons.

The following information is summarized from a letter provided by the Department of Public Health.⁹⁰ Environmental site assessments and subsurface investigations conducted since 1990 indicate the presence of petroleum hydrocarbons in soil and groundwater beneath the former Chevron bulk plant. Soil vapor sampling was conducted in 2011 to assess the potential for vapor intrusion of volatile petroleum hydrocarbon constituents from subsurface soil and groundwater into the indoor air of current and future onsite buildings. In addition, in June 2011, a site mitigation plan (SMP) was submitted for the proposed project. At the time, the project did not include the underground parking level, and the proposed excavation was anticipated to be to a depth of 4 feet (2,250 cubic yards) and was to include the removal of the concrete tank pads beneath the site. It was anticipated that all excavated soils would be loaded onto trucks for immediate transportation to the appropriate landfill. Based on the various site assessment results, the SMP determined that the excavated soil would have to be characterized, profiled, segregated, loaded, transported, and disposed of at a licensed, permitted landfill. Soils beneath the site comprised two categories of waste. A portion of the soil would need to be disposed of at a Class I Hazardous Waste landfill and a portion would need to be disposed of at a Class II non-hazardous waste landfill.

The SMP included the following measures: the wetting of soils prior to excavation to control airborne dust, a designated work boundary to be established for soil excavations; transport vehicles to be loaded on pavement that can be properly cleaned or on plastic sheeting; air monitoring to be conducted; security fencing to be installed; parking areas, staging areas, and traffic pathways to be cleaned as necessary to control dust emissions; adjacent public streets to be cleaned if necessary; excavation activities to be suspended when winds exceed 25 miles per hour; and a dust control plan with an air monitoring plan to be submitted to EHS-SAM in order to comply with San Francisco Health Code, Article 22B.

Subsequent to the submittal of the June 2011 SMP, the project was revised to include the underground parking level. The depth of excavation would be 15 feet (6,400 cubic yards). Thus, a revised SMP would

⁹⁰ Rajiv Bhatia, MD, MPH, Director, Occupational and Environmental Health, San Francisco Department of Public Health, *Nibbi Development, 8th and Irwin, San Francisco, California*, January 27, 2012.

need to be resubmitted to DPH to address the currently proposed project. DPH notes that the 2011 SMP is acceptable in that it covers the majority of mitigation concerns; however, the SMP should be amended to address the deeper excavation and elevated methane levels. Furthermore, DPH recommends that confirmatory samples be collected to ensure that lead impacted hazardous waste areas have had complete removal of all hazardous waste soils.

Remediation of the entire area that was the Chevron Bulk Storage Plant is ongoing. In compliance with California Code of Regulations (CCR), Title 23, Section 2655, free product must be removed to prevent the spread of contamination. Implementation of **Mitigation Measure M-HZ-2** would reduce impacts related to soil and groundwater contamination to a *less-than-significant* level.

Mitigation Measure M-HZ-2

Soil and Groundwater Contamination

At the discretion of the Department of Public Health (DPH), the project sponsor shall submit and implement a revised Site Mitigation Plan (SMP). The project sponsor shall comply with any remediation and mitigation measures as specified by DPH. In addition to the measures specified therein, the site may require a vapor barrier, a methane mitigation system, and a deed restriction.

Impact HZ-3: The proposed project may create a significant hazard to the public or the environment through the release of hazardous materials into the environment related to hazardous building materials (Less than Significant)

The proposed project would involve demolition of the existing building. Given the age of the existing structure (which was built in 1910), lead-based interior or exterior paint, asbestos-containing building materials, and polychlorinated biphenyls (PCBs) related to fluorescent lighting may be present.

Lead-Based Paint

Work that could result in the disturbance of lead paint must comply with Section 3423 of the San Francisco *Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 34 Section 3423 of the *Building Code* requires specific notification and work standards, and identifies prohibited work methods and penalties. Commonly placed on residential and other buildings in San Francisco that are undergoing re-painting, such notices are generally affixed to a drape that covers all or portions of a building.

Section 3423 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a high efficiency particulate air filter (HEPA) vacuum following interior work.

Section 3423 also includes notification requirements and requirements for signs. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI of the location of the project; the scope of work including specific location; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property, the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. The code contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance. Compliance with these regulations and procedures required by the *Building Code* would ensure that potential project-level and cumulative impacts related to the demolition and renovation of structures with lead-based paint would be less than significant.

Asbestos-Containing Materials

Section 19827.5 of the *California Health and Safety Code*, adopted January 1, 1991, requires that local agencies do not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work.

Required notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished or altered including its size, age and prior use, and the approximate amount of friable (subject to crumbling) asbestos; scheduled start and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. BAAQMD randomly inspects asbestos removal operations. In addition, BAAQMD will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in Title 8, Sections 341.6 through 341.14, and Section 1529 of the *California Code of Regulations* where there is asbestos-related work involving 100 sf or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the California Contractors State License Board. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor/hauler of the material is required to file a hazardous waste manifest that details the hauling of the material from the site and its disposal. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would insure that any potential project-level and cumulative impacts due to asbestos-containing materials would be reduced to a less-than-significant level.

PCBs and Other- Building Materials

Spent fluorescent light tubes commonly contain mercury vapors at levels high enough to be considered a hazardous waste under California law; depending on the levels of mercury present, the light tubes may also be classified as hazardous under federal law. These and other potentially hazardous building materials could pose health risks to site workers if improperly handled. However, adherence to applicable laws and regulations for removal and disposal of these materials would reduce the potential for exposure to hazardous substances during demolition activities. Therefore, this impact would be less than significant.

For the reasons discussed above, impacts related to the release of hazardous building materials would be *less than significant*.

Impact HZ-3: The proposed project would not handle hazardous materials within a quarter mile of a school. (No Impact)

There are no existing or proposed schools within one-quarter mile of the project site. Therefore, the proposed project would have *no impact* on schools within one-quarter mile of the project site.

Impact HZ-4: The proposed project would not impair or interfere with an adopted emergency response or evacuation plan or expose people to a significant risk involving fires. (Less than Significant)

The proposed project does not contain any features that would result in additional exposure of people or structures to a significant risk of loss, injury, or death involving fires. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its *Building* and *Fire Codes*. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the building permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would have a *less-than-significant* impact on fire safety and emergency access.

Impact C-HZ-5: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant cumulative hazards and hazardous materials impacts. (Less than Significant)

With implementation of Mitigation Measure M-HZ-2, related to groundwater and soil contamination clean-up, the proposed project would have a less-than-significant hazards and hazardous materials impact. Cumulative development projects described in Section B, Project Setting, page 27, would be required to follow applicable regulations for hazardous materials disposal during demolition and construction, and implement site remediation mitigations where appropriate. Furthermore, cumulative project operations would use substantially similar amounts and types of hazardous materials as the proposed project. Any accidental spill or release of the materials would not combine with the proposed project to create significant hazards or hazardous materials impacts. Therefore, cumulative development would result in a *less-than-significant* hazards and hazardous materials impact.

Potential impacts related to hazards would be *less than significant*, both individually and cumulatively.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. MINERAL AND ENERGY RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ, and thus the site is not a designated area of significant mineral deposits. Since the project site is developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project. Therefore, checklist items 17a and 17b are not applicable to the proposed project.

Impact ME-1: The proposed project would consume additional energy, but not in large amounts or in a wasteful manner. (Less than Significant)

The proposed project's residential, PDR, and retail uses would not consume large amounts of fuel, water, or energy. Electricity generation would consume additional natural gas and coal fuel. As discussed under Section E.8, Greenhouse Gas Emissions, beginning on page 78, new buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet energy and water efficiency standards

above and beyond Title 24 of the California *Building Code*. Documentation showing compliance with these standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of energy and water, and the effects related to energy consumption would be *less than significant*.

Impact C-ME-2: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to mineral and energy resources. (Less than Significant)

As described above, no known minerals exist at the project site, and the proposed project would not entail excavating or grading that could disturb underlying mineral resources; therefore, the proposed project would not contribute to any cumulative impact on mineral resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the state and would not in and of itself require any expansion of power facilities. The City plans to reduce consumption by 107 megawatts by 2012 through various energy efficiency strategies. Therefore, the energy demand associated with the project would result in a less-than-significant physical environmental impact and therefore would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. Overall, the proposed project would result in a *less-than-significant* cumulatively considerable impacts on minerals and energy resources.

Based on the discussion above, the proposed project would result in *less-than-significant* project-specific and cumulative impacts on mineral and energy resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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18. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?					
d) Result in the loss of forest land or conversion of forest land to non-forest use?					
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)

The project site is within an area of San Francisco that has been urbanized since the early twentieth century. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land. The site does not contain agricultural uses and is not zoned for such uses. In addition, the project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to nonagricultural use. Also, it would not result in the loss of forest land or convert forest land to non-forest use and would not therefore conflict with any of the policies of the San Francisco Urban Forestry Ordinance.⁹¹ Thus, the proposed project would have *no impact* on agricultural and forest resources.

⁹¹ San Francisco *Public Works Code*, Article 16

Impact C-AF-2: The proposed project in combination with other past, present, or reasonably foreseeable projects would not result in impacts to agricultural and forest resources. (No Impact)

As described above, the project would have *no impact* with respect to agriculture and forestry resources; therefore, the project would not contribute to any cumulatively considerable impact to agricultural and forest resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As discussed in Section E.4 Cultural and Paleontological Resources, above, **Mitigation Measure M-CP-2** has been incorporated into the proposed project to address potential impacts to archeological resources due to project excavation. As discussed in Section E.6 Noise, above, **Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-2** have been incorporated into the proposed project to address potential noise impacts resultant from exposure to ambient noise and pile driving, respectively. As discussed in Section E.16 Hazards and Hazardous Materials, above, and **Mitigation Measure M-HZ-2** has been incorporated into the proposed project to address potential impacts resultant from soil and groundwater contamination on site. Implementation of these measures would reduce the potential impacts of the proposed project on sensitive receptors (noise) and soil and groundwater contamination a less-than-significant level. As

discussed in Topics 1 through 18 above, the proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Other than the impacts discussed above, the project would not otherwise degrade the quality of the environment or cause substantial adverse effects on human beings.

Cumulative analysis depends on a prediction of possible future environmental changes well beyond construction of the proposed project. The Setting section other projects recently completed or planned, and each section addresses cumulative impacts. No other cumulative impacts are anticipated. In summary, the proposed project would not have unavoidable environmental effects that are cumulatively considerable.

F. MITIGATION MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less than significant levels. Accordingly, the project sponsor has agreed to implement all mitigation measures described below.

Mitigation Measure M-CP-2

Archeology (Accidental Discovery)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies (one bound copy, one unbound copy, and one unlocked, searchable PDF copy on CD) of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure M-NO-1a

Interior Noise Levels

To comply with Title 24 noise standards, the windows and glass doors of the living spaces on the outer periphery of the building should be closed at all times. The project sponsor shall install windows rated minimum Sound Transmission Class (STC) 32 and provide mechanical ventilation for these units.

Mitigation Measure M-NO-1b

Exterior Noise Levels

To achieve compliance with the 60 dBA Ldn limit of the Environmental Protection Element of the *General Plan* for satisfactory residential use, the project sponsor shall construct 42-inch-high acoustically effective

railings along the second floor terrace and the Unit 3 deck. These railings shall be airtight (without cracks, gaps or other openings), and constructed for long-term durability, including the deck/terrace floor. The railings may be constructed of concrete, masonry, wood, stucco, or metal or a combination thereof, and must have a minimum surface weight of 1.5 pounds per square foot. If wood or metal railings are used, homogeneous sheet materials are preferable over conventional open railings. Glass, Lexan, Plexiglas, or other translucent materials may be incorporated into the balcony railings to provide light and views. Clear materials shall have a minimum thickness of 3/16-inch to meet the minimum surface weight requirement. Downspouts and scuppers are preferable over sheet draining. Drainage openings shall be kept to a minimum size and should face away from the noise source. All connections with posts, pilasters, or the building shells shall be sealed airtight. No openings shall be permitted between the upper barrier components and the deck or terrace floor.

Mitigation Measure M-NO-2

Construction Noise (Pile Driving)

The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Mitigation Measure M-HZ-2

Soil and Groundwater Contamination

At the discretion of the Department of Public Health (DPH), the project sponsor shall submit and implement a revised Site Mitigation Plan (SMP). The project sponsor shall comply with any remediation and mitigation measures as specified by DPH. In addition to the measures specified therein, the site may require a vapor barrier, a methane mitigation system, and a deed restriction.

G. PUBLIC NOTICE AND COMMENT

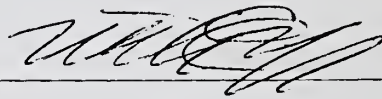
On December 10, 2009, the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners within 300 feet of the project site, adjacent tenants, and other potentially interested parties. Two comments were received requesting notification of the availability of environmental documents. A Neighborhood Notice was issued on September 23, 2005, for earlier version of the project, without the PDR building. No public comments were received at that time. No environmental issues have been raised by the public.

H. DETERMINATION

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE

February 20, 2012 

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

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